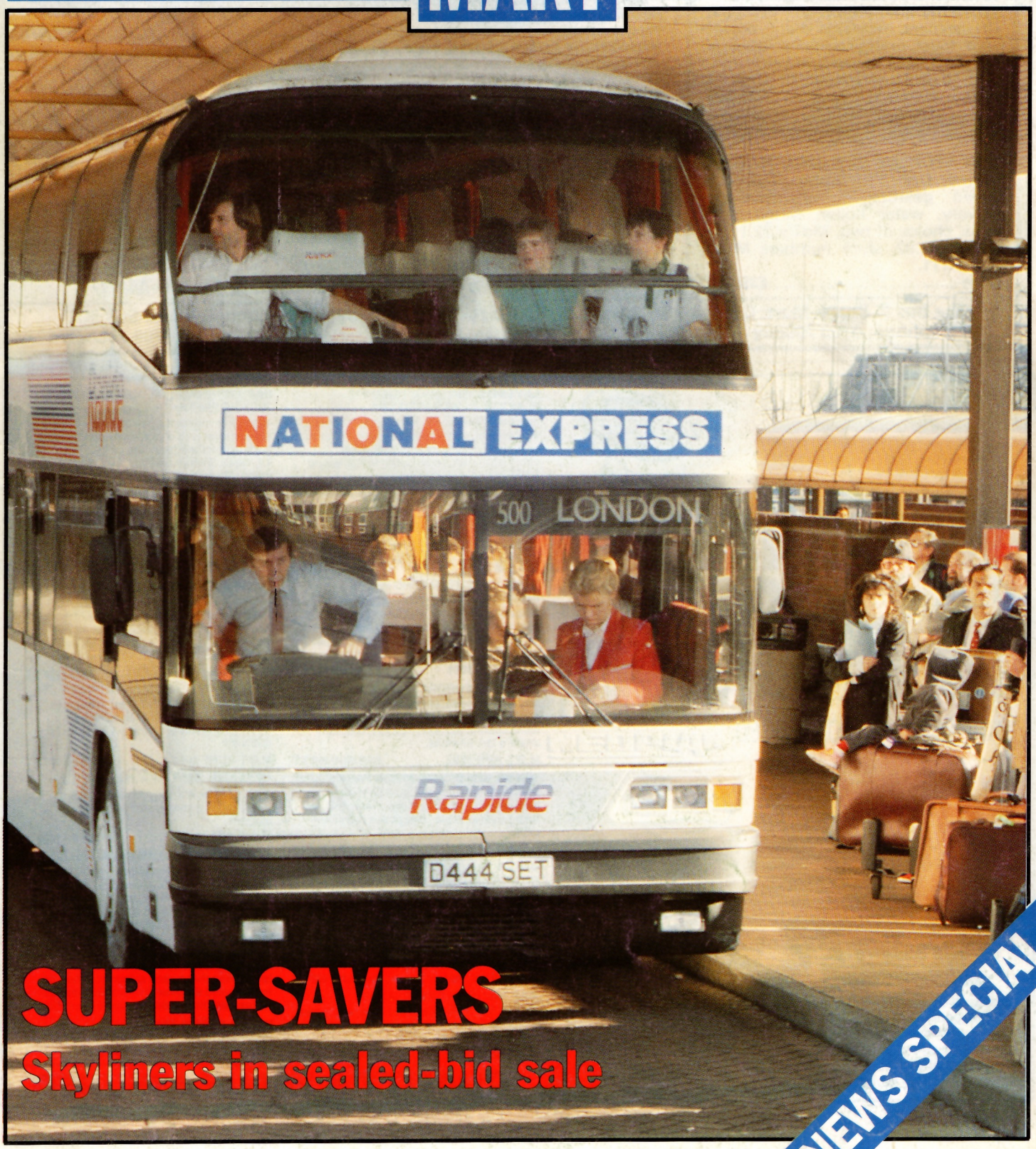
COACH MART

The weekly for the coach industry

Issue 640 £1

May 23rd, 1991



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MCW

1986 MCW CUMMINS L10 Engine. 4-speed full automatic Voith gearbox, 79 recliners, nearside front power door, toilet, orange curtains, luggage pen, seat back pockets, full soft trim, MoT 19.09.91, resprayed all white.
Price £21,000

NEOPLAN

1984 NEOPLAN SKYLINER, 75/77 recliners, DAF 11.6 turbo engine, 8 speed gearbox, toilet/washroom, servery, water boiler, fridge, curtains, choice of two, MoT's 22.11.91 and 15.01.92, stock numbers M110 and M111.
Price £39,500

JUST A FEW EXAMPLES

1988 DENNIS JAVELIN 11 metre Duple 320, 53 seater, power door, tinted windows, exhaust brake, soft trim, speed limiter, cherished plates – 429 and 430 UFM. Choice of two. Stock numbers M018 and M019.
Price £47,500

1987 FREIGHT ROVER SCOTTS, luxury minibus, 16 seats, reconditioned engine (March '90), new clutch, new tyres, new rear springs, radio/[illegible], taxed Jan '92, MoT April '92, very clean. Stock No M023. SOLD
Price £6,995

1983 LEYLAND TIGER 245 (exchange fitted 23/10/90) Plaxton 3500, 48 reclining seats, hydracyclic, semi-auto gearbox, rear o/s sunken toilet, rear o/s cont door, Webasto, destination gear, MoT 20.12.91, includes full repaint in single colour of your choice. Stock No M021.
Price £27,000

1981 LEYLAND LEOPARD 11 metre DUPLE, 53 seats, 6 speed ZF gearbox, power door, side lockers, white exterior/red moquette, MoT Aug 91. Stock no M9102.
Price £17,125

1979 BEDFORD YMT PLAXTON, 53 seats, red exterior, red moquette. Stock no. M9036
Price £3,125

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PART EXCHANGE CONSIDERED

LEYLAND 1982 (AUG) TIGER 245 PLAXTON VIEWMASTER 12M, semi-auto gearbox, 49 recliners, red/orange moquette, courier seat, power entrance door, tinted side windows, curtains, o/s/r sunken toilet, continental door, water boiler, fridge, wiring for T.V./video, grey/duo green.
M.O.T. MAR 1992 **£29,500 NETT**

DAF 1983 (NOV) DKFL JONCKHEERE JUBILEE P50 12M, 49 recliners, re-trimmed in grey/red moquette, power door, o/s rear sunken toilet with continental door, double glazed tinted windows, Tempo 100, wired for T.V./video, Telma retarder, drinks machine, magazine nets, all white.
M.O.T. NOV 1991 **£42,500 NETT**

BOVA 1985 FUTURA FHD 12.280 INTEGRAL 12M, 49 recliners, grey/blue moquette, centre sunken toilet with continental door, tinted double glazing, curtains, courier seat, power entrance door, coffee machine, white/orange/yellow.
M.O.T. DEC 1991 **£50,000 NETT**

BOVA 1983 EUROPA II INTEGRAL 12M, 49 str., red moquette, (44 recliners + 5 fixed at rear), power door, courier seat, curtains, toilet, continental door, TELMA, Webasto, driver's fan, all white.
M.O.T. APR 1992 **£29,500 NETT**

VOLVO 1986 B10M PLAXTON PARAMOUNT 3500 12M, 49 recliners, sunken toilet o/s rear, courier seat, curtains, fridge, water boiler, tinted side windows, beige/blue moquette, white + yellow/orange stripes.
M.O.T. FEB 1992 **£65,000 NETT**

VOLVO 1984 (AUG) B10M PLAXTON PARAMOUNT 3500 12M, 49 recliners, beige/red moquette, rear sunken toilet with continental door, driver's berth, courier seat, Webasto heating, TELMA retarder, drinks machine, curtains, tinted double glazing, power entrance door, wired-boxed for T.V./video, silver/blue.
M.O.T. JULY 1991 **£47,500 NETT**

DAF 1982 (OCT) DKTL PLAXTON SUPREME 12M, 57 str., red moquette, power entrance door, tinted side windows, curtains, white/brown.
M.O.T. OCT 1991 **£25,000 NETT**

DAF 1986 DKFL PLAXTON PARAMOUNT 3500 12M, 49/53 recliners, grey/red moquette, demountable rear sunken toilet, continental exit door, courier seat, curtains, power entrance door, wired for TV/video, cream/duo blue.
M.O.T. FEB 1992 **£57,500 NETT**

DAF 1984 DKFL CAETANO ALGARVE 12M, fitted 49 recliners, grey/orange moquette, power door, courier seat, curtains, toilet, wired for T.V./video, carpet, water boiler, duo red/white.
M.O.T. JUNE 1992 **£37,500 NETT**

LEYLAND 1987 TIGER 260 DUPLE 320 12M, 50 recliners, grey moquette, power door, toilet, servery, suspension raise system, all white.
M.O.T. FEB 1992 **£47,500 NETT**

DAF 1983 DKFL VAN HOOL ALIZEE-H 12M, 48 recliners, brown moquette, rear floor mounted toilet, continental entrance door, Webasto heating, driver's berth, power operated entrance door, courier seat, curtains, wiring for T.V./video, white/grey/red.
M.O.T. FEB 1992 **£42,500 NETT**

TRADE DESCRIPTIONS ACT;
In detailing these used saloon coaches we have quoted the year of registration and not necessarily the model or year of manufacture.

VALUE ADDED TAX;
Prices quoted are exclusive of V.A.T. and are subject to the normal standard rate.

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COACH MART
Issue 640 £1 May 23, 1991

5 News: Drivers face tougher medicals; Carlton's Skyliner offer - page 6; operator fails to see planning permission granted - page 7; fraud squad to investigate company crash - page 8; scheme to improve drivers' skills - page 9.

12 Fleet Update: Howell Coaches of Pontefract gets a Bova Futura; Kentish Bus and Coach plumps for Optare Metroriders; Harry Shaw has a unique pair of 'high-deckers'.

On the road to greater skills – page 9

14 Letters: BCC officer says organisation is there to help you; an operator reckons it is costly to prove you are right; plus Nostalgia Corner features a Commer Avenger.

16 Mealstop: The newspaper world shows its lack of knowledge; when is a story not a story; and gremlins are spotted at *Coachmart*.

17 Question Mart: Marksman answers more of your questions concerning topics as diverse as bus regulations and the legality of contracts sent by fax.

19 Maintenance Diary: Mike Morgan continues his review of six operators' vehicles.

23 COVER Better Buy: Rod Davey reports in our special feature on the variety of coach deals now available around the UK.

27 Licensing & Legal: Redfern Coaches has its vehicle authorisation cut; BeeLine Buzz told to pay compensation to sacked worker.

31 Coach Tours & Excursions: More news from the world of tourism including details of a successful BCC campaign and a Sealink Stena launch.

What's Harry got to smile about?
– page 13

COMMENT

NO MATTER which way you look at it, new driver licence rules requiring a medical test every five years after 45 embody a great deal of common sense.

The well-being of a coachload of passengers relies on your eyesight and fitness, so it is right and proper that it should periodically be tested. Passengers may now be better placed to trust their driver. But can drivers now trust their employers?

Will operators - themselves struggling for work - reward years of loyalty with a P45 and an apology? Is there room for ailing drivers in the workshop or in the office? A career without a career structure is a job. And jobs attract a certain standard of employee - ready to graft during hours but unwilling to make any extra effort. Is this what coaching wants?

Casualties of the tougher licence medical are likely to add to the impression that coach driving is an undesirable, dead-end job. The law has brought into focus something which has been a blurred fact for many years.

PRIME MINISTER John Major's concern over post-16 training and education would be loudly applauded by the coach industry if there was a glimmer of hope that proposed new qualifications improved the status of coaching as a career.

Unless you've been born into a coaching family, the early career pattern for most in the industry is much the same as Mr Major's well publicised formative years. Leave school as soon as possible, then worry about your lack of skills later.

Despite the concession to allow 18-year-olds on the road, coach driving starts at 21. By this age, most young men and women of calibre will be locked into another career. NVQs for the nation's coach drivers will be followed by a scheme for managers and supervisors.

Large companies have pledged support, but before NVQs become meaningful they need industry-wide recognition and must dovetail into a natural progression from school to work.

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■LEGISLATION

Drivers face '45' ban

TIGHTER medical tests threaten to cut short the careers of coach drivers after the age of 45.

Under the new regulations, which replaced PSV licences with PCV (passenger carrying vehicles), a new medical report is required with first application and subsequent renewals.

All licensing records moved on April 1, 1991 from local traffic offices to the DVLA at Swansea so that new unified licences can be issed showing ordinary car entitlement and new categories for LGV (previously HGV) and PCV.

Drivers are being refused their PCV entitlement if:

- They have had an epileptic attack since the age of five;
- Their eyesight is worse than 6/9 on the Snellen scale in the better eye and worse than 6/12 in the other eye, and, if corrective lenses are worn, they have an uncorrected measurement worse than 3/60. Lower standards exist for drivers holding an HGV or PSV since January 1, 1983;
- They have vision in one eye only (unless they held a licence before April 1, 1991 and the traffic commissioner was aware of the condition and the sight through the remaining eye is not worse than 6/9 - 6/12 if the licence was issued before January 1, 1983);
- They have insulin treated diabetes. An exception exists when a licence was issued before April 1, 1991.

The new licences last until the driver's 45th birthday and are then renewed every five years until aged 65 when renewal comes every year.

With each renewal comes the medical hurdle which brings an increased risk of loss of licence and the prospect of drivers being thrown out of work.

Experienced drivers throughout the UK have been surprised by the severity of the new rules.

The wife of a Pembrokeshire driver with 40 years' coaching experience spoke of the anquish caused when her husband was refused a new licence.

She said: 'There is nothing for redundant or pensioned-off drivers. I think there is a serious problem for those who have their career cut short through failing the new medical.'

Haulier, Jim Nelson (52), of Kendal, has taken up the cause of truck and coach drivers nationwide.

Jim, a diabetic, is due for HGV licence renewal at the end of the year, but was told in January by North Western traffic commissioner, Martin Albu, that his licence was suspended pending a medical report.

After writing to MPs and taking legal advice the decision was recinded subject to an annual medical review.

- BUS and Coach Insurance Services is offering a loss-of-licence scheme covering employees of any BCC member.

The policy gives worldwide coverage with £8,000 per eligibile employee in benefit in the event of loss of licence on medical grounds.

Contact BCIS on 0732 459379. Fax: 0732 740276.

■BUS

Clean-up campaign

BUS station litter has become the responsibility of transport authorities on their premises

The Environmental Protection Act of 1990 - which became law earlier this month - makes bodies such as London Transport and British Rail answerable under pain of a £1,000 fine for litter in bus and rail stations.

Research from the Tidy Britain Group led to the new legislation which brings transport bodies designated by the Secretary of State under the umbrella of cleanliness.

'Transport centres have problems with litter because of the concentration of people,' said TBG director general, Graham Ashworth.

'Authorities now have a responsibility to keep these areas clean.'

■TAKEOVER

Skills sells Sheffield minibuses

SKILLS of Nottingham is left with a skeleton coaching presence in Sheffield after selling its seven-vehicle minibus operation to Beenak Ltd.

Nigel Skill, director of Skills, said seven Mercedes-Benz minibuses, premises at Petrie Street, and all services are said to be included in the deal.

He said: 'We are making other arrangements for parking three or four coaches in the city.

'But there will be no change to our coaching commitment to Sheffield with our large programme of express services and tours using vehicles based in Nottingham.

'We were approached by a willing buyer and we were willing sellers.'

Beenak Ltd is an off-the-shelf company headed by Julian Peddle, managing director of Stevensons of Uttoxetor.

A 14-vehicle O-licence has been applied for with Ralph Garett as transport manager and Stevensons' Spath premises given as the address.

Further details were not dislosed, but Mr Peddle is known to be keen to get into South Yorkshire to set up similar operations to those established by Stevensons in the West Midlands and Greater Manchester areas.

Stevensons favours a network of tendered services before branching-out into commercial operation.

Skills: keeping Sheffield coaching commitment.

The Skills Sheffield business contains a mixture of tendered, commercial, contracts and works services.

The sale comes hot on the heels of renewed uncertainty surrounding South Yorkshire Transport's takeover of competitors Sheffield and District, Sheafline, Michael Groves and SUT, (*Coachmart*, May 16, 1991).

The Government would like to see more competition and is set to appeal against the High Court's decision that South Yorkshire Transport was not acting against the public interest.

Skills first established in Sheffield in 1983 when it acquired Cyril Littlewood's coach business.

Five years later, its position was strengthened with the business of Reg Drabble and the concentration of operations at Drabble's Petrie Street premises.

A new leased unit at Sheffield Interchange will be kept for coach activities.

BRIEFS

● **GREATER Manchester Buses is reporting success for its campaign against fare dodgers launched in April.**

After three weeks of stringent checks, GMB says there has been a massive increase in applications for passes and permits, while passengers now seem to have a better idea of the reduced-cost fare options.

The campaign involved local media campaigns, posters and 'blitz' style targetting of areas by a team of 34 inspectors.

● ZIMBABWE has ordered 300 Scania F93 truck chassis for use as buses on the country's demanding roads.

Kits for the buses are being shipped next month to Harare-based builder Willowdale Motor Industries, where the vehicles will be assembled.

The F93 has been on test in southern Africa for two years, and will now fit into a fleet of around 800 Scania vehicles shipped so far.

● **THE Health and Safety Executive has launched a booklet, 'Violence to Staff', which explains how employees such as coach and bus drivers can avoid harrassment by members of the public.**

At a seminar, Employment Minister, Eric Forth, said: 'No-one should feel afraid to come to work because they run the risk of violence or abuse and naturally they look to their employer to do everything possible to reduce the risk.'

The HSE leaflet is free by phoning 071 221 0870, or 0742 752539.

● UNITED Bus consortium has had a major order for its DAF SGB220 articulated bus - built by Den Oudsten - from a company in the south east of Holland.

The eight vehicles carry up to 124 people through the streets of Eindhoven, power provided by a 265 hp horizontal DAF engine.

■COACH

Carlton invites Skyliner offers

CARLTON PSV has launched a name-your-price offer on Neoplan Skyliners to establish the market value for its stock of secondhand 'deckers.

Operators must be quick off the mark with their valuations. Sealed envelope bids must be in by the end of the month - they will be opened at noon on May 31.

Roger Dixon, Carlton managing director, stressed that this innovative approach was in response to present market conditions rather than a panic reaction to overstocking.

Said Mr Dixon: 'Because Neoplans are built to last for longer than the seven to 10 years traditionally favoured by British operators, the value of a similarly aged Skyliner has, up to now, been considered to be greater than operators are prepared to pay for a vehicle entering the third phase of its life.

'The boom years of 1984-6 saw the largest numbers of Skyliners sold in Britain, and these vehicles, still with many years of life left in them, are now entering the third stage of their existence. But because operators might never before have considered Skyliners, probably because they had always, understandably, believed them to be beyond their means, we have come up with an introductory sale which is aimed directly at such first time buyers.'

Potential buyers are invited to view the selection of Skyliners at Carlton's premises, and then to decide the value they would place on the vehicles.

Carlton is anxious to expand its band of Neoplan devotees, and is willing to sell at extremely favourable rates. It is looking for a broader customer base while encouraging the continued use of such vehicles up to the age for which they were designed.

The concept of a quality double-deck coach operating well into its teens is commonplace elsewhere, and one which Carlton is keen to promote in the UK.

● A Y reg Skyliner with a facelift has been sold by Trathens Travel Services and two B registration 1985 double-deckers are being given the same treatment with new style front and rear panels. Mike Trathen said these will be for sale at £55,000 alongside a refurbished Cityliner at £45,000.

■COACH

Stuart sets the pace

STUART JOHNSON is backing *Coachmart's* Better Buy campaign (see page 23) with three offers to tempt new and secondhand buyers.

New purchasers signing-up for one of the Scania dealer's stock of new Plaxton or Van Hool-bodied coaches will be given a package of extra benefits at no extra charge. Drive away a Scania K93 or K113 between June 1 and August 1, 1991 and coach operators get 12 months' unlimited mileage warranty, a further 24 months' driveline insurance, oil and filters for the first 50,000 miles' recommended servicing, £1,000 worth of diesel, and 12 months' road tax.

The special offer contains a clear message that any part-exchange is welcome.

Don MacIntosh, of Stuart Johnson, said a five percent finance package is offered on SJ's limited stock of used DAFs with Caetano or Duple bodywork. There is a mix of MB200, MB230 and SB2300 late model coaches. After a minimum £5,000 deposit, an F reg DAF/Caetano will cost £1,375 in monthly repayments for 48 months. The third offering is a monthly 'star buy' with selected secondhand coaches having £10,000 off the advertised price.

June's lead is an August 1987 Volvo/Ikarus on offer for £59,500.

Stuart Johnson: tempting offers.

■MAINTENANCE

Future bodes well for Ray

GERMAN-made Bode power doors - offered as an option on many vehicles - can once again be serviced thanks to former Diplomat engineer Ray Tilley.

Ray Tilley Engineering has been set up in response to requests from Plaxton and other body builders worried about spares supply. Bode-trained Mr Tilley has the full approval of the German factory.

'I can supply most small parts from stock and can get anything else very quickly,' said Mr Tilley, who is completing all work himself. 'While I am anxious to keep current doors serviced, I will also be providing consultancy and liaison with manufacturers for fitment of Bode doors as original equipment.' Training of fitters can be arranged with Mr Tilley.

Contact Ray Tilley Engineering on 0455 554306 (fax, same number).

■MAINTENANCE

Decarb fluid set for show launch

AN entirely new, all-metal decarbonising fluid is to be launched by Timefactor International at the Federation of Engine Remanufacturers' Exhibition at Telford Exhibition Centre on June 6-9.

Called Decarb Universal, the product is made under licence by the Evesham company from a complex blend of surfactants, alkalis and environmentally-friendly solvents. It is claimed to be fast acting, long lasting, and safe to use on all metals other than galvanised steel.

After stringent tests, Ridgeman RB Systems, manufacturer of solvent de-greasing and aqueous spray-washing equipment, will be using the FER exhibition to introduce a new range of tailor-made systems for Decarb Universal.

Prices start at £1,400 (ex-VAT).

■PLANNING

Operator fails to see planning victory

ESSEX coach operator, Ruffles, finally got planning permission for new workshops after an 18-month battle during which the firm's founder died from a heart attack.

Managing director, Glenn Ruffle, still believes the strain on his father, John, of coping with the wrangling contributed to his death at the age of 65. It was his first major illness.

Mr Ruffle, who runs 14 coaches from premises at Castle Hedingham, says his firm was treated unfairly by the parish council's planning sub-committee. Objections from new residents of the village have cost the firm £10,000.

'My father established the business in 1955,' said Mr Ruffle. 'We have had no trouble from local families but a resident who moved to the village six or seven years ago got a letter together which was signed by about eight other new residents.'

Planning permission for a three-bay modern workshop had been accepted by Braintree District Council which, says Mr Ruffle, had gone to a great deal of trouble to investigate his application.

'We got no sign that there would be any difficulty until the planning sub-committee objected. They claimed the workshop would lead to increased traffic, which was nonsense, and that it was in a conservation area, which it isn't.' It had also claimed the roads were unsuitable.

After several months' of waiting, the Department of the Environment's inspector, Neil Roberts, over-ruled the objections on all three counts, although he added conditions. But despite Ruffles' vindication, it cannot claim a penny of the extra money it has had to spend.

'We've got to find this money ourselves, and there's nothing we can do about it,' said Mr Ruffle.

'I believe the council panning department is as far as applications need to go. When an amateur planning sub-committe overturns their recommendation, it looks bad on them.'

Mr Ruffle said building would begin soon on the workshop to service the 14 coaches and his fleet of hire limousines and cars.

■TOURS

David wins big contract

DAVID Gillespie's reward for travelling the length and breadth of the country in search of work is a £100,000 contract with Impact Holidays of Selby.

Two leased Neoplan 'deckers in Impact colours are running twice weekly to Northern Spain from Mr Gillespie's home village of Kelty near Dumfirmline, Fife.

Mr Gillespie, a former miner and more recently director of United Travel (Scotland), started Alpha Royale 90 last year with two taxis. Although business grew with an Optimo and two additional cars, Mr Gillespie still travelled 24,000 miles looking for holiday work.

He told *Coachmart:* 'I was left penniless at the start of 1990, but we used our house as security and decided to make give it a chance.' Support for the venture comes from the TSB after a suggestion by Mr Gillespie's financial consultant.

■INDUSTRIAL

Go-Ahead dispute continues

GO-AHEAD NORTHERN's bitter dispute over pay has staggered into its fourth week, leaving the way open for other operators to run on its routes and putting the viability of the North East company at risk *(Coachmart,* May 16, 1991).

Chris Moyes, GAN's commercial manager, said: 'The union has widened the issues beyond pay. It wants to go back before deregulation and back to the status quo with central bargaining.'

Meanwhile North East traffic commissioner, Fred Whalley, has warned the company could be called before a public inquiry and has given approval to other operators to run GAN services.

■COACH

Waterhouse helps Romanian children

WHAT started as a wool collection for Romanian orphans turned into a massive trek across the continent for Waterhouse Coaches of Eastbourne.

Managing director, Keith Waterhouse, decided to help Baby Aid by organising a 'jumper knit', selling discounted wool to local ladies. The effort produced 1,500 woolly jumpers!

'We were going to send them down to a convoy going from Peterfield, then our telephone engineer said he was organising a trip and did we want to send one of our coaches to take doctors, nurses and builders,' said Mr Waterhouse.

Shell Oils soon chipped in with teddy bears, seat covers and clothing and the Setra double-deck vehicle set out on a three-week mission to help rebuild three orphanages.

Helping hands: (left to right): Driver Stan Kirk, team leader Fred Cox and Keith Waterhouse.

'The coach driver, Stan Kirk, has been taking children out on day trips while the volunteers we took set about re-equipping the orphanages,' said Mr Waterhouse shortly before he flew out to Romania to accompany the return trip.

A regional TV crew took part in the trip.

■BRIEFS

● OPPORTUNIST Bob Dunn of Dunn-Line, Nottingham, was quick off the mark when Nottingham Forest got to Wembley.

With three weeks to go he bought an open-top Bristol FLF ready for the victory parade round the city-centre.

Knowing that win or lose, Forest supporters would delight in cheering their team, Bob was ready with the right bus to support Dunn-Line's executive coaches used for the celebrations.

Unfortunately for the fans, Forest lost 2-1 to Spurs.

● GREATER Manchester PTE's decision not to subsidise services this Bank Holiday Monday (May 27) has led to more than a dozen operators registering commercial services on the day.

Most services start at 0900 and end 1900 hrs but in Oldham - where holiday 'wakes' mean it will be a normal working day - services will begin earlier.

GMPTE has a phone line to give passenger information.

● BRIGHTON & Hove and Brighton Buses have put their heads and resources together to produce a Brighton area guide for visiting tourists.

The leaflet gives directions to tourist attractions in the town and around East Sussex, full details of special bus passes and timetables.

Around 100,000 leaflets are to be distributed with the help of the tourist office.

● LAWYERS acting for Armchair Transport in an alleged libel by *Today* newspaper have been taking Queen's Counsel advice, a spokesman for the company told *Coachmart* this week.

It is believed Shearings may also be taking action against the paper.

■COMPANY CLOSURE

Fraud squad to probe Hereford Travel crash

FRAUD squad officers have been called in to investigate the crash of Hereford Travel, which collapsed leaving customers stranded throughout the West Midlands.

Passengers were left waiting at coach stops unaware that the travel firm, which had organised their trips, was no longer trading. It is claimed that hundreds of pounds worth of bookings had been taken by the firm for trips to shows in London and Blackpool and coach holidays to Austria.

Detective Sergeant Peter Trueman of West Mercia Police Fraud squad admitted that preliminary inquiries had been carried out into the company, but he added: 'We were called in after receiving complaints from members of the public, however, it is too early to say whether any crime has been committed.'

Despite notices being sent to customers warning them of the situation, many had been left at coach stops unaware of the company collapse. DS Trueman said officers were trying to contact all customers to advise them of the situation.

Hereford Travel had been run by a sole proprietor - a Mr Tobin - in the town's Bridge Street. At the time of going to press, *Coachmart* had been unable to contact Mr Tobin.

■BUS

SYT blames subsidy cut for rise in fares

SYT has blamed the £1 million cut in public subsidy for its first general fare increase in 12 months.

Chairman, Peter Sephton, told *Coachmart* that the company had decided to adjust its pricing structure and hold fares as low as possible during the daytime, charge a premium for evening and Sunday travel, but offer a discount to many passengers if they buy a return ticket.

According to Mr Sephton, 30 percent of SYT customers will see discount fares for one to three mile journeys which are actually reduced by 2p.

However, the most significant change in the review will see the removal of the company's evening and Sunday discount fares.

Off-peak or discount fares will only be available between 9.30 am and 3.30 pm Monday to Friday and Saturday between 9 am and 6 pm.

● Fare rises, averaging 5.5 percent have been agreed for subsidised bus services in Birmingham and the Black Country.

The increase was agreed by members of the West Midlands Passenger Transport Authority.

The services are subsidised by Centro and are run by Midland companies - including West Midlands Travel.

■TRAFFIC CONGESTION

BCC backs traffic report

THE Bus & Coach Council has welcomed a report by the House of Commons Public Transport Committee which contends that light rapid transit cannot alone solve the problem of traffic congestion.

The report - Public Transport: The Rail Option' upholds the BCC's contention that buses are 'efficient users of road space but are themselves victims of traffic congestion.'

It is welcomed by the BCC for its endorsement of the council's view that LRT and buses should be complementary operations and that LRT does not itself provide a magic solution to congestion problems.

BCC president, John Owen, said: 'The BCC is not anti LRT - in fact many of our members are involved in LRT schemes.

'We believe it has a major role to play alongside buses in providing the kind of public transport services that really will get people out of their cars.

John Owen: urging DTp action.

'We urge the Department of Transport to act on the recommendation that it should offer support to develop a guided bus system as a trial project.

'We also urge them to make funds available for a package of demonstration projects we are developing jointly with local authorities.'

■GUIDE

Champagne draw

FILL in the *Coachmart* questionnaire delivered with this issue and you could win a dozen bottles of champagne!

We're giving away 12 bottles of 'bubbly' in a prize draw of completed entries for inclusion in the *Coachmart* Guide.

The guide is a comprehensive listing of over 2,500 coach and bus operators, manufacturers and dealers and includes an extensive industry section.

A copy of the listing is available free to any company in those categories.

If you complete the questionaire and send it to *Coachmart* by May 31, you could be celebrating your FREE listing with 12 bottles of champers.

■ COMPANY REPORT

Hoverspeed records £3.43 million loss

HOVERSPEED recorded a £3.43 million loss in the first quarter of this year - contributing to parent company Sea Containers' £3.71 million loss up to April.

Three hovercraft retire and Hoverspeed's two new Sea Cats come into service this summer pending new berths, being built at Dover, Boulogne and Calais.

Sea Containers is hoping to record better second-quarter and third-quarter profits as the ships come into service.

The group's turnover dropped from £56 million to £42.8 million in the three months compared to 1990.

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ABC
MEMBER OF THE AUDIT BUREAU OF CIRCULATIONS

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■TRAINING

New scheme is launched to improve drivers' skills

UNDER Secretary of State for Employment, Robert Jackson, has launched a new scheme, the National Vocational Qualification (NVQ), aimed at increasing the skills of the UK's 100,000 bus and coach drivers.

Developed by the Bus and Coach Training Council, the scheme assesses competence in such areas as safety, driving and care of passengers.

It has been recognised by the National Council for Vocational Qualifications and the Scottish Vocational Educational Council.

It is based on the concept of workplace assessments against clearly defined standards and relies mainly on the observations of an assessor on the way a driver carries out his, or her, duties.

Over the last year, the scheme has been piloted by a number of companies, including Alder Valley South, South London Transport, Midland Scottish Omnibus, Stevensons of Uttoxeter, Shearings, Heyfordian and R & J Tours.

A video, 'Setting the Standard', has been produced by the BCT explaining how the scheme operates.

BCT chief executive, Maurice Jones, said: 'We believe the scheme will have a major impact both in boosting the morale and status of the industry's drivers and improving the quality of service provided to the travelling public.

'It is the culmination of a great deal of hard work carried out by our steering group for drivers' standards, under the chairmanship of Q-Drive chairman, Len Wright.

'The bus and coach industry now has standards schemes covering drivers, driving instructors and vehicle engineering staff.

'Standards for managers and supervisors are currently being developed.'

Left to right: Beverley Cooper, Tracy Palmer and Jenny Pain of Horseman Coaches are the first drivers to sign up for the scheme. Horseman and Nostalgia Travel, of Botley, are two of 30 companies taking part.

● Stagecoach Holdings - one of Britain's largest privately owned bus groups - has pledged its support for the industry's NVQ.

Brian Cox, managing director of the group's Sussex-based Southdown company, said at the launch: 'We welcome the Minister's presence at today's event because it signifies the industry-wide importance of the concept of NVQs, the benefits of which, we believe in years to come, will be widely recognised by the industry and its workforce.

'At Stagecoach we believe strongly in a well trained, competent workforce and our support for the NVQ for bus and coach drivers is but one example of it.'

■FIXTURES

Bus industry conference

STAGECOACH's southern boss Brian Cox, London Buses' Norman Cohen and Brian Keith, from South Yorkshire Transport, are all speakers at a conference discussing the UK bus market.

The June 20 meeting in London tackles London deregulation, bus subsidies, guided busways and other topics. Other speakers include Robin Simpson of the National Consumer Council talking about bus operator agreements and the Office of Fair Trading.

Prices for delegates, including refreshments and lunch at the London Press Sentre in Shoe Lane, are £160 before June 1, and £180 if payment is made later.

Details are from Frances Quinn. Tel: 071 537 3773, Fax: 071 537 3293.

■SAFETY

Chope brings in wheel campaign

CHRISTOPHER Chope, Minister for Roads and Traffic, has launched a new campaign to improve wheel security on coaches, buses and lorries.

The message is being highlighted in a poster and leaflet drive aimed at both drivers and maintenance staff and follows an Institute of Road Transport Engineers' report, 'Research into Wheel Insecurity on Heavy Commercial Vehicles.

■DEREGULATION

Matthews' TV call for Govt. help

PLAXTON chairman, David Matthews, renewed his call for a 'guiding hand' from the Government on the BBC's Breakfast TV business programme.

The straight-talking boss of Britain's biggest coach and bus body builder accused the Government of 'walking away' from the effects of deregulation leaving the industry floundering as it tries to come to terms with the effects.

'You can't just take an industry, dump it on the deck and walk away from it expecting it to automatically be successful without a bit of a guiding hand,' said Mr Matthews, whose company has made hundreds of redundancies and is to close down one manufacturing plant. 'Among the other measures we're asking the Government to consider is the re-introduction of capital allowances for new buses and coaches in order that demand may be kick-started again,' he commented in the programme, which focussed on the downturn and stagnation of investment.

Badgerline's Trevor Smallwood said the squeeze on costs had been brought about by competition and the effect had been a reduction in sales of new vehicles. 'If profits are being stretched, that means we simply have to sit tight and keep the business ticking over, instead of making the investment decisions on purchasing new vehicles,' said Mr Smallwood.

The programme used film of Plaxton's Scarborough factory and sparked another investigation on Look North and an interview with Transport Minister, Roger Freeman.

Plaxton wants a 10-year age limit in deregulated London (*Coachmart*, May 16, 1991).

IMAGINE . . .

if a computer system would allow you to type in the date and then, before you could pick up your pencil, displayed in time order all the bookings you have for a particular day ready, for allocating vehicles and drivers! Don't imagine it — it's here — the new PHC system from Distinctive Systems!

DRIVER/VEHICLE ALLOCATION FOR 25/02/91 MONDAY
OUT FIRST P/U DESTINATION BACK VEHICLE DRIVER
0545 York Clifton Moor 0730 53 GHR302W 53 Mark Stanley C
0630 York London 2300 49 G402GUA 49 Gerald Booth P
Robert Preston P
0730 York York 0845 53 A127EPA 53 Carol Stevenson C
0730 York Keswick ---> 49 G404GUA 49 Keith Burgess P
0740 Copmanthorpe Tadcaster 0900 53 SWW144R 53 Graham Fox C
0745 Easingwold Thirsk 0920 53 REQUIRED REQUIRED C
0750 Haxby York 0910 35 H153SUM 35 Mark Stanley C
0830 Wetherby Gateshead 1900 53 B415CMC 57 David Birchwood P
0900 Copmanthorpe Hornsea 1515 53 A127EPA 53 Carol Stevenson P
0900 York Sheffield 1800 53 A305AHR 53 Graham Fox P
0930 Selby York 1515 35 REQUIRED REQUIRED P
1030 York Ripon 1800 53 F859DWT 51 Philip Hartley P
1115 Wetherby Manchester 1600 49 C351LMR 51 Len Francis P
1230 York York 1400 53 SWW131R 53 Kevan Wildy C
1430 York York 1530 53 REQUIRED REQUIRED C
1500 Thirsk Easingwold 1645 53 REQUIRED REQUIRED C
1515 York York 1640 53 A127EPA 53 Carol Stevenson C
1515 Tadcaster Copmanthorpe 1645 53 REQUIRED REQUIRED C
1530 York Haxby 1650 35 H153SUM 35 Mark Stanley C
(CURSOR KEYS) - MOVE (RETURN) - ALLOCATE (SPACE) - VIEW (ESC) - EXIT

OVERVIEW BEFORE ALLOCATION

Shows:
Time out, first pick-up point, destination, time due back and size of vehicle. If already allocated also shows vehicle fleet number or registration number and driver's name. Display scrolls up or down if there are more than 20 bookings. You can select individual booking in moments and review all details of the booking if you wish, and then add vehicle and/or driver details.

PRESS (SPACE) PRIVATE HIRE BOOKING NO 75/10119 LOC (1)
DETAILS OF ORGANISER DETAILS OF GROUP/PARTY
NAME (Mrs) (D) (Jones) NAME (Mrs D Jones)
ADDRESS (100 Tadcaster Road) ADDRESS (100 Tadcaster Road)
(York) (York)
( ) ( )
( ) ( )
PHONE (0904 584412) PHONE (0904 584412)
A/C NO (JON001) REF ( ) O/REF (AJF) ID ( ) T/VEH (1)
SIZE (35) NO (1) PRICE EACH (50.00) SIZE ( ) NO ( ) PRICE EACH ( )
SIZE ( ) NO ( ) PRICE EACH ( ) SIZE ( ) NO ( ) PRICE EACH ( )
FIRST PICK-UP (Selby) (High Street, Opposite Lloyds Bank)
DESTINATION (York) (Micklegate Baptist Church)
PICK-UP DATE (25/02/91) DAY (Mon) RETURN DATE (25/02/91) DAY (Mon)
PICK-UP TIME (1000) RETURN TIME (1400) LEAVE/BACK (L)
START DATE (25/02/91) DAY (Mon) BACK DATE (25/02/91) DAY (Mon)
START TIME (0930) BACK TIME (1515) VEHICLE TO STAY ? (Y)
ROUTE ( )
NOTES ( ) NOM (0010) (00)
PRICE INCLUDES PARKING ? ( ) TOLLS ? ( ) FERRY ? ( ) DRIVERS HOTEL ? ( )
DISTANCE (48) M/K (K) TOTAL DRIVERS (1) FIRM/QUOTE (F) INVOICE ORG/GRP (O)
EXTRA PICK-UPS ? (Y) INVOICE DETAIL ? (N) FURTHER DETAILS ? (N) LETTER ? (Y)
DEPOSIT (0.00) RECEIVED (0.00) INVOICED (0.00) UNINVOICED (50.00)

VIEW BOOKING DETAILS

Shows:
Customer details, vehicle details, exact pick-up points, destinations, dates, times, route, special notes, distance, amounts invoiced, amounts still to be invoiced and receipts. A single keystroke returns you to the overview of the day.

IMAGINE . . . having completed your allocations, that you could produce work tickets and daily orders instantly. Don't imagine it — it's here — our system does it all.

What's more PHC (Private Hire and Contract Booking System) will produce written quotations, confirmation letters, invoices and credit notes. It can also be linked to our accounting system. It will also report on unpriced bookings, uninvoiced bookings, outstanding payments, turnover or even tell you the last time you sent a coach to Abergavenny!

Established in 1982 Distinctive Systems is the leading supplier of software especially designed for the Coach Operator. We have over 250 systems in daily use with over 200 operating companies.

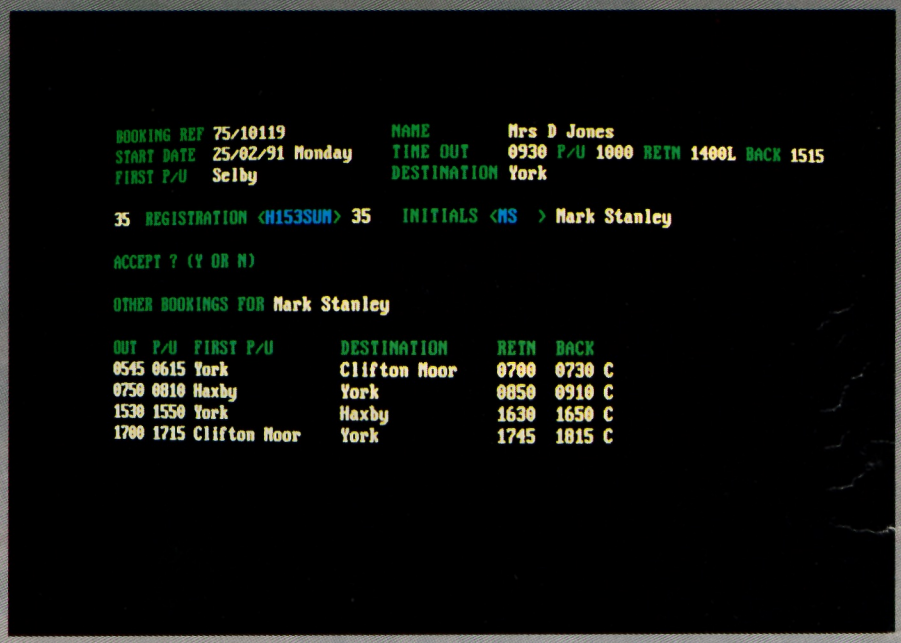
Our acclaimed Passenger Booking System does for the Tour Operator, what our new PHC system does for the Coach Operator. Additionally, we can supply a wide range of systems for route planning and costing, accounting and general business administration. Unlike some systems ours 'do' exactly what we say they will 'do'.

THE COMPLETE COMPUTER SOLUTION

ALLOCATION SCREEN

Shows:

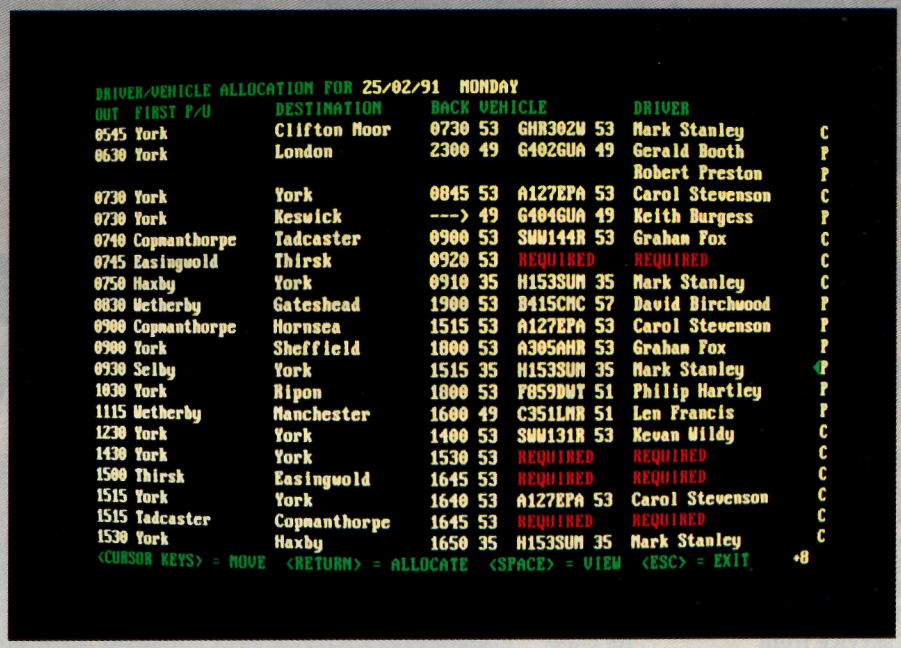
As you add the vehicle and driver for a particular booking the display will show all the other duties already programmed for that vehicle or driver that day — double booking becomes a thing of the past! You can change any allocation, existing or new, at any time and once accepted, you are returned to the daily overview.


BOOKING REF 75/10119
NAME Mrs D Jones
START DATE 25/02/91 Monday
TIME OUT 0930 P/U 1000 RETN 1400L BACK 1515
FIRST P/U Selby
DESTINATION York
35 REGISTRATION <H153SUM> 35 INITIALS <MS > Mark Stanley
ACCEPT ? (Y OR N)
OTHER BOOKINGS FOR Mark Stanley
OUT P/U FIRST P/U DESTINATION RETN BACK
0545 0615 York Clifton Moor 0700 0730 C
0750 0810 Haxby York 0850 0910 C
1530 1550 York Haxby 1630 1650 C
1700 1715 Clifton Moor York 1745 1815 C

OVERVIEW AFTER ALLOCATION

Shows:

The overview is automatically updated as allocations are accepted. A single keystroke allows the overview to be sent to the printer. You can also move forwards or backwards a day at a time by a single keystroke. You can keep going in any direction day after day.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1515 Tadcaster Copmanthorpe 1645 53 REQUIRED REQUIRED C
1530 York Haxby 1650 35 H153SUM 35 Mark Stanley C
<CURSOR KEYS> = MOVE <RETURN> = ALLOCATE <SPACE> = VIEW <ESC> = EXIT +8

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DISTINCTIVE systems

You've been buying...You've been buying...You've been buying...You've been buying...

Bova Futura goes to Pontefract

KEN Clarkson, trading as Howell Coaches of Pontefract, has taken delivery of a new £97,700 Bova Futura FHD 12.290 integral 12-metre luxury coach.

Supplied by Loughborough-based dealership, Moseley, the coach came with extras already built into the price and specification.

It has centre sunken toilet, in combination with continental entrance door, and 51 reclining seats for tour work.

A driver's sleeping berth is located amidships and a water boiler is fitted over the toilet.

Bova's distinctive front-end incorporates rectangular DE headlamps and foglamps.

The Futura was finished in white with duo blue livery ready for the customer to apply signwriting.

Warriors: on park-and-ride service in Oxford.

Warriors are on duty

A FURTHER two Willowbrook Warrior buses have gone into service with the Oxford Bus Company.

The specification features 48 moquette trimmed seats with provision for 24 standees, convector heating, DiPTAC recommendations, luggage pen and full-height glazed partitions. Mounted on Leyland Leopard chassis and finished in all white livery, the Warriors are for service on a park-and-ride contract recently awarded to Oxford.

Kentish Bus and Coach plays the generation game with Metroriders

KENTISH Bus and Coach Company - a subsidiary of the Proudmutual group - has five 'new generation' fast flow Optare Metroriders.

The vehicles are used on route B11 - a two-year tendered service from Abbeywood to Bexleyheath.

Ian Tarran, operations manager for Kentish Bus, said: 'The vehicles are proving to be very reliable and are perfect for the route they are on. The quality of build is of the highest order, mechanical improvements are excellent and the after-sales service is always swift and very efficient.'

All are fitted with 26 moquette trimmed seats, luggage pen, and DiPTAC features to make life easier for elderly passengers.

The new generation Optare Metrorider is said to be the only vehicle in its class with all-round disc brakes.

The vehicle's drive train comprises six-litre Cummins B series diesel engine and also an Allison AT545 automatic gearbox.

Optare Metroriders: Kentish Bus and Coach praises their reliability and also the after sales service.

You've been buying...You've been buying...You've been buying...You've been buying...

'H' reckons choosing the right vehicle is as easy as 'ABC'

BITTER experience with weight problems on two-axle coaches forced Harry Shaw of Coventry into an immediate solution.

'H' took the bull by the horns and went straight for a third axle on new coaches.

Last year, he took Van Hool bodywork, but this year he has a pair of unique 'high-decker' Jonckheere Deauvilles on Volvo B10MT chassis.

'H' was clear about his needs. He wanted maximum seating, comfort and luggage space for shuttle-work to France and Spain.

'If we have the right vehicle people will travel with us,' he told *Coachmart*.

Jonckheere came up with the answer. The standard Deauville design was raised to 3.7 metres to give cavernous luggage space.

Even with rear sunken toilet and driver's bunk, there is nearly 12 cubic metres of space. Volvo's third axle allows double-glazing and 53 seats, bringing unladen weight to 14,460 kg.

'There's four extra seats which will pay for the diesel,' he added.

'Just look at that wide entrance,' he said. 'I don't know how they've done it while giving plenty of leg-room anywhere on the coach.'

Harry Shaw has good reason to buy new. 'We've never been so busy.'

Business is generated by 10 ABTA-bonded agencies across the West Midlands and a successful marketing strategy.

'H' was quick to add: 'It's all our own business - we never work for tour companies.'

Harry Shaw: needed maximum seating, comfort and luggage space for shuttle work to France and Spain.

The new coaches sport Harry Shaw orange and Coventry sky blue colours with the clear advice 'Europe - go for it'.

Cherished registrations are the crowning glory, making the bold statement that 'H' is Harry Shaw's year.

Operators give Hughes DAF a ray of Northern delight

A CLUTCH of new British-bodied coaches recently left Hughes DAF's premises in Cleckheaton, West Yorkshire, for operators across the North of England.

Long established Barlows of Oldham took a third DAF DHTD with Duple 320 - its first coach with toilet and servery.

The latest addition to Godsons Coaches of Leeds is a DAF MB230 LB-bodied by Plaxton. Fitted with Paramount 3500 coachwork to three star specification, the coach has a front-mounted hot water boiler.

Aron Travel of Bold Heath near Widnes has two DAF SB2305 DHS with Duple 340 bodies. These represent the start of a replacement programme to change the whole coach fleet to DAF. Paul Smith of Aron chose DAF after extensive evaluation of other products on the market. He said the extensive proven back-up offered by DAF and dealer Hughes DAF was a major factor in his decision.

Above left: Barlows' third DAF DHTD with Duple 320.

Top: Godsons' 3-star coach.

Bottom: Aron's two DAFs.

BCC is there to help you

From Eric Parkin

SIR

I was surprised to read Ben Johnson had received 'big hassle from the ministry, local council and passengers' and had no help from BCC *(Coachmart,* May 2, 1991). As chairman of BCC North Yorkshire and Humberside, I must repond.

Regretfully, I have not seen Mr Johnson at any of our meetings at York over the years, and on checking with our officers at Sardinia House, I understand he has sought no help whatsoever.

If he had attended just some of the meetings he would have learned that the BCC has helped to retain fuel rebate, it has helped retain use of third lane on motorways, it has helped retain 70 mph limit on motorways and it has helped prevent compulsory fitment of seatbelts on all seats.

If an operator requires any assistance or advice, this is made readily available to him through BCC whether he operates one coach or 500. Also BCC, throughout the UK, at local level, organises visits to further the knowledge and understanding of its members.

At national level, BCC has various committees to protect and help to look after its members interests.

Our colleagues at the North Eastern traffic area office in Leeds are most helpful with advice and assistance. The same goes for the vehicle examiners in North Yorkshire and Humberside.

If you have a problem these people are there to help us. If the problem is knowing the maintenance standard to keep up to, then a three or five-day course is run by the Vehicle Inspectorate at Bristol.

Our local councils are very helpful with the distribution of bus timetables through tourist information centres, libraries etc. They even repair potholes if told about them.

As for passenger relationships - surely these are the responsibility of individual operators.

ERIC PARKIN, AMCIT
CHAIRMAN
BCC NORTH YORKSHIRE
AND HUMBERSIDE

Send your letters to:
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EMAP Response
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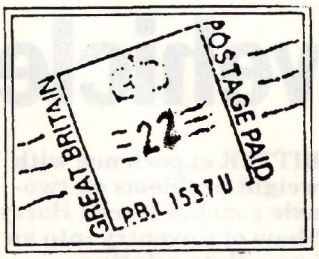
Wentworth House,
Wentworth Street,
Peterborough, PE1 1DS,
or by fax: 0733 62656



The editor is always pleased to receive letters for publication in Coachmart and will, if requested, publish these anonymously. But please attach your name and address for our own information.

It can cost money to prove you are right

From Colin Hearn

SIR

It seems that operating holidays is geting harder all the time. Being a large tour operator, we are naturally bonded to the Bus & Coach Council and retail through travel agents in our area.

We, no doubt like every company, receive complaints from time to time, which we investigate. If we think one is justified, we will make a cash refund if the circumstances warrant this. We do, however, refuse any refund if we do not consider the complaint is justified.

One such instance happened in May last year when out of 49 passengers on a weekend trip to Paris, two expresssed dissatisfaction. You know the story: coach was not suitable, courier was useless, hotel was terrible, whoever planned the itinery wants sacking etc. It is funny how the other 47 enjoyed the trip. Our client was claiming a £150 refund (the cost of one passenger) and eventually the whole thing went to arbitration. The results have just been published and we won...or did we?

We were proved correct and then got sent an invoice from the Chartered Institute of Arbitrators for £225. That was made up of £125 administration fee and £100 arbitration fee.

No doubt if I had offered my client £100, instead of the £150 he was asking for, he would have accepted it, but proving we were not wrong has cost me double.

We will naturally now have to look at any similar situations and perhaps make a refund. But is this right? It seems that the customers are protected now even if they are in the wrong.

COLIN HEARN
MANAGING DIRECTOR
ANGELA HOLIDAYS
OAKTREE COTTAGE
LOWFORD
BURSLEDON
SOUTHAMPTON

Nostalgia Corner

WHEN Derek Hunt first set eyes on his Commer Avenger in December 1988 it was in a dreadful state. The Duple bodywork was so bad that he needed a low-loader to take the vehicle from Claverham Coaches near Bristol to the Red Funnel ferry for transport to the Isle of Wight. But, Derek took courage in both hands and risked starting the engine which last ran in 1972. He was greatly-relieved when the two-stroke, six-cylinder, horizontally opposed motor burst into life, reintroducing the once familiar Commer rasp. No such luck with the bodywork. It took two years of painstaking re-build. With body-pillars on the verge of collapse he almost submitted to the enormity of the task. But perseverance won through and the coach re-emerged in the colours of its first owner of 1958, Don Everall of Wolverhampton, in time for last year's Southsea Spectacular.

Riding Above the Rest

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Read all about it ... newspaper gets a coach story right

National Express: said to be an extravagant spender.

IT MAY well be time for the Bus and Coach Council's excellent press and PR department to sharpen its collective pencil and explain the bus and coach industry to local newspapers.

Even the venerable BCC gets into the picture in this week's round-up of gaffes from the local press. According to Portsmouth's *'The News'* paper, the dear old BCC has called for speed limiters to be fitted to coaches.

Never mind that this became law some time ago, and that the BCC's plea was heard some years ago...

Joint runners-up in the hot competition for most confused news reporting are the *South Shields Gazette* and the *Yorkshire Evening Post*. Both rags made the same mistake, probably as the result of disinformation rather than a lack of journalistic skills.

We would like them to be aware that National Express - huge though it is - does not actually run many coaches of its own. So the claim that it had, in an extravagant moment, lashed out £13 million on new vehicles is erroneous. Indeed, all the credit for pumping cash into the express coaching industry must go to Roadlease - the shop assistant which wheels the trolley round its bosses' shelves at Plaxton.

Not forgetting *Coachmart* readers who hire Expressliners, of course...

● THE TOURISM section of this magazine generates far and away the most whacky of offerings from the public relations boys - most of whom seem to have double-barrelled French surnames pre-fixed with 'Gervase' or similar.

'When an Asian exporter travels all the way to Wyoming to attend an auction, you can bet he is after some very unique (sic) merchandise,' starts one of last week's. Is he after secondhand coaches? Perhaps a new line in green toilets? No, he has travelled half-way across the world for the Jackson Hole Elk Antler Auction it says here.

Mealstop is at a loss to discover any relevance whatsoever to UK operators.

● SHARP-EYED readers may have been trying to maximise bus profits by buying a Willowbrook Warrior following our Fleet Update columns of May 16.

Before operators begin trying to cram 'em in, the editor reveals it isn't possible to fit 44 seated **AND** 211 standees on this bus.

'Thus was a mispront,' said Anthony Hypeswell. 'It shuld have red 2111 standees.'

Apologyse to Wallowbrick...

Ready, Steady STOP!

Are you ready to start the 1991 season?

I bet your vehicle is ready ✓

I bet your tours are ready ✓

I bet **you're not** ready! ✗

Are you and your drivers dressed to impress your customers?
No, then we can help.
If you buy a pair of trousers plus a jacket, we will give you a shirt *free*, **OR** we will embroider your company logo onto the jacket *free*.

CASH WITH ORDER

This offer is for May 1991 only

Hurry now, phone Allen & Douglas on

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Fax: 0295 270486

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Advice to keep you on the right road

Marksman answers more of your questions in another of his regular features.

Q CAN any PSV be used to provide a local bus service? All sorts of vehicles seem to be used as buses since deregulation. I thought that a vehicle had to have a ticket machine mounting and cash tray.

B M, West Midlands

A UNLESS there have been some changes in the law which have escaped me, you are partly right - in theory at least. The Certificate of Fitness regulations require that a conductor is carried unless, either a vehicle is single decked with no more than 32 passenger seats and the entrance and exit points are at the front of the vehicle, OR the vehicle has been passed as safe for one-man operation by a certifying officer.

The rules for this certification are in a 1973 Code of Practice, issued by the Department of the Environment (Publication VE 403A).

Although they demand power doors which can be seen by drivers, notices about not distracting the driver's attention and the provisions necessary to carry standing passengers, there is nothing in this code which specifically refers to ticket machine mountings or cash trays.

Thus, literally speaking, any large vehicle used on local bus services should be certified as being fit for that use unless a conductor is carried. The reality, post deregulation, is that no-one seems to be enforcing this. Furthermore, the Public Service Vehicle (Registration of Local Service) Regulations 1986, R.13, requires that vehicles on local service shall display, or carry for inspection, both time and fare tables and a notice, clearly legible from the exterior of the vehicle, indicating the destination (if any) and the route of the service.

Q&A

Questions on any aspect of coach operation that is giving you problems should be sent to: Marksman, c/o *Coachmart*, Wentworth House, Wentworth Street, Peterborough PE1 1DS or by fax: 0733 62656.

Bus services: ticket machines not necessary.

Q CAN anything be done to stop hotels 'boarding out' some of my coach parties? It is bad enough with excursion passengers, but even more intolerable with private parties who go on a group holiday in order to be together.

B C W, London

A I, TOO, have suffered from this practice and sympathise with your feeling that when you have selected - and promoted to passengers - a specific hotel, you do not want a third party shunting your clients elsewhere. It would be possible to specify, when contracting with the hotel, that your passengers are to be accommodated in the hotel and nowhere else. But to approach the matter so legalistically is to risk a rebound reaction from the hotel on, for example, cancellation charges for bed spaces not taken up.

Our industry has to accept that one of the reasons for the development by the hotel trade of the custom and practice of 'boarding out' is that our final occupancy of beds frequently falls short of our initial reservation, thus encouraging hotels to maximise occupancy by some double selling of bed spaces.

The practical, as opposed to the legal, solution is surely to give hotels frequent updates of rooming lists to indicate to them the likely final occupancy of a rooming allocation, thus lessening their inclination to double book, and, without actually making it a contract term, let your opposition to boarding out be known to the management.

Q CAN a valid contract be made by fax machine?

B N K, Birmingham

A WITH the exception of a contract concerning an interest in land, English law does not prescribe the method of making a contract, far less that it should be in writing. Clearly, then, a contract can be made by fax. The problem with a verbal contract is proving that it was made or the terms of it. A fax could be useful evidence should the existence, or terms, of a contract be in doubt.

In April 1990, the Court of Appeal considered some of the issues in the case involving Hastie and Jenkerson v McMahon. It was decided that certain documents, which the law required to be served on a person, could validly be done so by fax. That was subject to the proviso that it could be proved that a complete and legible document had been received by the person to whom it was directed. So a fax seems to have greater value as evidence of a contract to the recipient than to a sender.

Q PLEASE tell me where the Whittington Stone is.

T M M, Bedfordshire

A THE place where Dick Whittington, thrice Lord Mayor of London, stopped and reconsidered his return to the country is on the west side of the bottom of Highgate Hill.

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RAPID RESPONSE TO PROBLEMS

Our six-month maintenance survey slips into third gear for the third time. Mike Morgan reports on how our operators are faring.

BOTH Dennis and Volvo responded promptly to operators problems this month.

Padarn's Dennis Dart suffered a mystery coolant loss and Volvo sent out an engineer to check Midland United's braking system.

While Padarn's mechanical woes received attention from Dennis, its passengers are due a reprieve from the unwelcome dowsing they get when they board the bus in heavy rain.

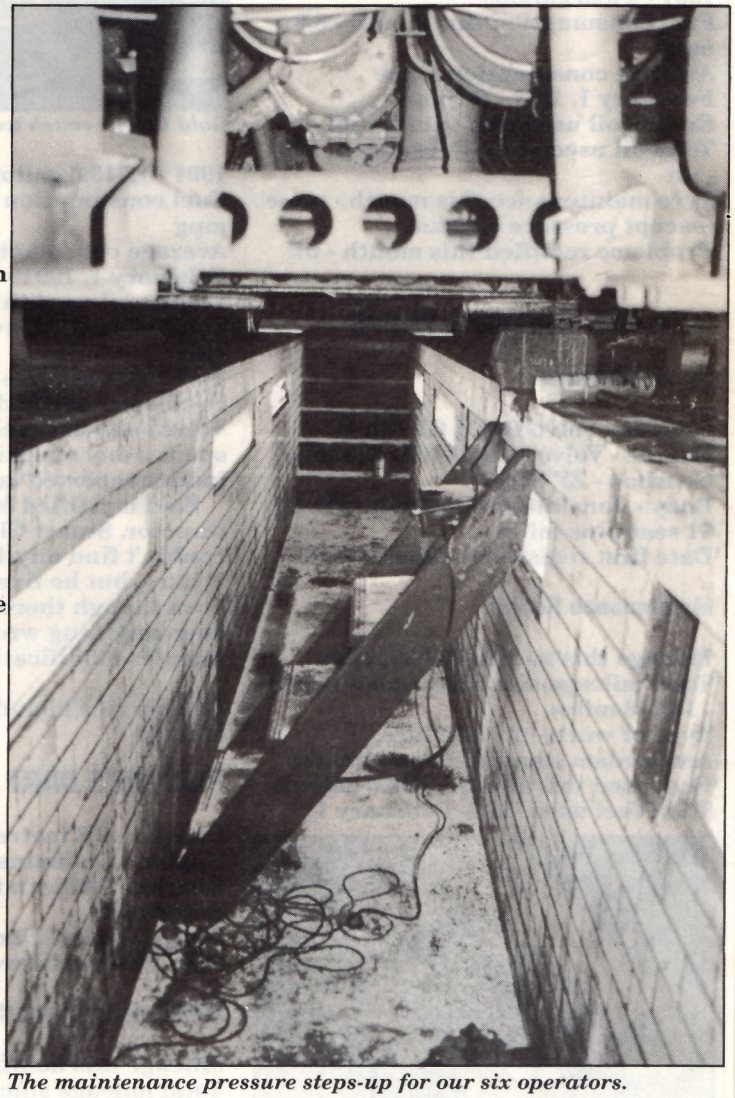
Carlyle promises to sort this next month - let's hope the sun continues to shine on Anglesey.

Come rain or shine, Glyn Williams has decided to let his Bova Europa go. He is looking for a quick sale at £19,500 through *Coachmart's* weekly classified pages.

If he does sell before the end of July, then hopefully a condition of sale will be that the new owner continues the monthly report to *Coachmart* so that we can complete our six-month maintenance survey.

This current report covers the Easter Bank Holiday period when coach mileage should have accelerated. For those involved in private hire there was a modest increase. This included Richard Heslop's Dubrava.

Richard is very pleased with his Mercedes powered coach. As a qualified mechanic he does his own maintenance, but so far the Dubrava has set a new standard by going three months with only routine inspection and no significant problems to report.



The maintenance pressure steps-up for our six operators.

Month Three - April 1991

ESSBEE'S 609D - Specification

Chassis - Mercedes-Benz 609D
Engine - Mercedes-Benz OM 364 four-cylinder
Gearbox - G3 five-speed synchromesh
Body - Made-to-Measure - 25 seats
Date first registered - October 1990

Maintenance Report

Mileage this month - 5,812 miles
Total mileage since February 1, 1991 - 15,434 miles
Type of work - private hire and works contracts
Fuel used this month - 331 gallons
Total fuel used since February 1, 1991 - 923 gallons
Fuel consumption this month - 17.6 mpg
Average consumption since February 1, 1991 - 16.7 mpg
Engine oil used this month - one pint
Total oil used since February 1, 1991 - six pints
Tyre maintenance this month - nil
Problems rectified this month - nil

GOLD CIRCLE'S 425 - Specification

Vehicle - Duple 425 integral
Engine - Cummins L10
Gearbox - ZF seven speed
Body - 51 recliners, toilet, TV and double glazed
Date first registered - September 1989

Maintenance Report

Mileage this month - 11,966 miles
Total mileage since February 1, 1991 - 36,266 miles
Type of work - Citylink service 947 - Glasgow to Gatwick
Fuel used this month - 927 gallons
Total fuel used since February 1, 1991 - 2,966 gallons
Fuel consumption this month - 12.9 mpg
Average consumption since February 1, 1991 - 12.2 mpg
Engine oil used this month - 12 pints
Total oil used since February 1, 1991 - 39 pints
Tyre maintenance this month - nil
Problems rectified this month - nil

Comments - coach off the road for three days for repaint into new livery

HESLOP'S DUBRAVA - Specification

Vehicle - DSB Dubrava 3200 ▶

◀ Engine - Mercedes-Benz OM 422 280 bhp
Gearbox - PPT-built ZF S6.80
Body - 53 seats
Date first registered - March 1989

Maintenance Report

Mileage this month - 3,060 miles
Total mileage since February 1, 1991 - 4,078 miles
Type of work - airport transfers and day tours
Fuel used this month - 342.5 gallons
Total fuel used since February 1, 1991 - 448.5 gallons
Fuel consumption this month - 8.9 mpg
Average consumption since February 1, 1991 - 9.1 mpg
Engine oil used this month - nil
Total oil used since February 1, 1991 - nil
Tyre maintenance this month - none (except pressure checks)
Problems rectified this month - nil

MIDLAND UNITED'S VOLVO - Specification

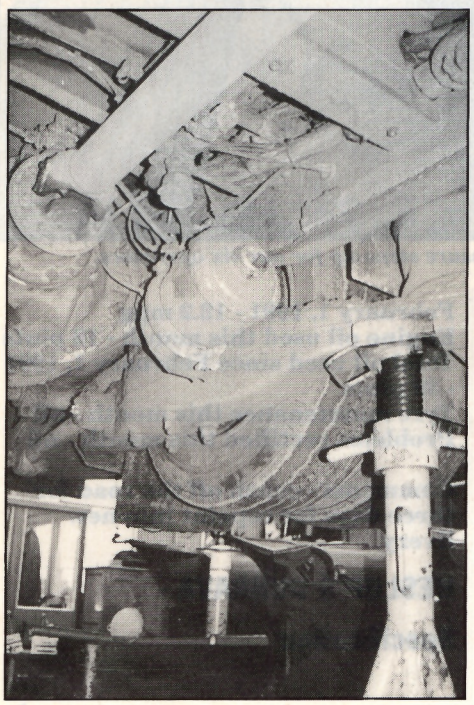
Chassis - Volvo B10M GL Mk III
Engine - Volvo THD101GD 273 bhp
Gearbox - ZF S6.90
Body - Jonckheere Deauville Mk III, 51 seat plus toilet
Date first registered - March 1990

Maintenance Report

Mileage this month - 6,825 miles
Total mileage since February 1, 1991 - 16,716 miles
Type of work - private hire, Amsterdam tour, week-end breaks
Fuel used this month - 688.6 gallons
Total fuel used since February 1, 1991 - 1,715.6 gallons
Fuel consumption this month - 9.9 mpg
Average consumption since February 1, 1991 - 9.7 mpg
Engine oil used this month - nil
Total oil used since February 1, 1991 - nil
Tyre maintenance this month - nil
Problems rectified this month - Volvo's service technical engineer spent a day checking for brake judder reported last month.

Said mystified Midland United director, Stuart Cleaver: 'He couldn't find anything with the brakes, but he fixed the ferry-lift even though there shouldn't have been anything wrong after last month's modification.

Full service included oil and filter change.



Regular servicing can help stop many maintenance problems developing.

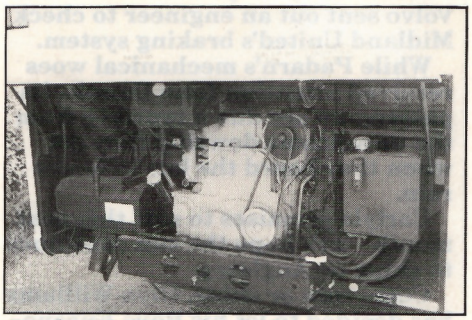
Gold Circle: coach was off the road for three days during the past month.

PADARN'S DART - Specification

Chassis - 9.8 metre Dennis Dart
Engine - Cummins 6BT 5.9 litre
Gearbox - Allison four-speed automatic
Body - Carlyle Dartline
Date first registered - January 1991

Maintenance Report

Mileage this month - 6,346 miles
Total mileage since February 1, 1991 - 20,840 miles
Type of work - local service
Fuel used this month - 522 gallons
Total fuel used since February 1, 1991 - 1,956 gallons
Fuel consumption this month - 12.2 mpg



Duple 425: Cummins L10-powered engine gave a fuel consumption of 12.9 mpg.

Average consumption since February 1, 1991 - 10.7 mpg
Engine oil used this month - 3.5 pints
Total oil used since February 1, 1991 - 10.5 pints
Tyre maintenance this month - nil.
Problems rectified this month - the copper pipe to the radiator expansion tank was leaking due to vibration.

Said Dave Price of Padarn: 'It was out of sight so the real cause couldn't be seen.'

At first Dennis suggested a new fan control switch, but subsequently fitted a new radiator as well. Padarn's second Dart suffered the same problem a week later - this required new fan clutch, two switches and a new radiator.

Comment: Next month Carlyle is due to fit an anti-splash guard on the roof to cover the doorway and prevent last month's reported deluge on a group of unsuspecting passengers.

The Vehicles

Chassis	Body	Operator	Location
Mercedes 609D	Made-to-Measure	Essbee Mini-bus	Glasgow
Duple	425	Gold Circle Coaches	Airdrie
DSB	Dubrava	C R Heslop	London
Volvo B10M MkIII	Jonckheere	Midland United	Birmingham
Dennis Dart	Carlyle	Padarn Bus	Llanberis
Bova	Europa	Glyn Williams	Crosskeys

WILLIAMS' BOVA - Specification

Vehicle - Bova Europa
Engine - DAF 8.27 litre
Gearbox - ZF six-speed
Body - 53 seats
Date first registered - August 1981

Maintenance Report

Mileage this month - 1,800miles
Total mileage since February 1, 1991 - 6,800 miles
Type of work - private hire
Fuel used this month - 150 gallons
Total fuel used since February 1, 1991 - 667 gallons
Fuel consumption this month - 12 mpg
Average fuel consumption since February 1, 1991 - 12 mpg
Engine oil used this month - 1.3 pints
Total oil used since February 1, 1991 - 20.7 pints
Tyre maintenance this month - nil (new set of Michelins fitted late last year)
Problems rectified this month - during the course of MOT preparation the off-side rear self levelling valve was replaced and after a last minute check by Glyn Williams' son, Timothy, the off-side rear brake chamber was changed.
Williams' Bova Europa passed with no problems, making it the 23rd consecutive vehicle to have passed first time since Timothy Williams successfully completed the Vehicle Inspectorate's course at Bristol.

Comments - a new garage six miles away will be completed for opening in June.
The Europa has been advertised for sale at £19,500 and more Leyland Nationals will join the fleet for local service.

Said Glyn Williams: 'We're running three Nationals at the moment and would be happy to put 10 more in.

'I think we can run them successfully. At the moment we are 95 percent Leopards, but the National is returning much the same fuel consumption.'

● *Don't miss Mike Morgan's report on the fourth stage of Coachmart's maintenance survey in the June 20 issue.*

Glyn Williams: moving away from coaching in favour of local bus work.

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1987 (E) DAF MB JONCKHEERE JUBILEE P50, 51 recliners, full executive specification .....**£69,500 + VAT**

1986 (PP) VOLVO B10M CAETANO ALGARVE, 51/53 seats, full executive specification .....**£59,500 + VAT**

1986 (C) VOLVO B10M CAETANO ALGARVE, 53 recliners, radio/PA, power door .....**£55,000 + VAT**

1983 (PP) VOLVO B10M GLT BERKHOF ESPRIT, 49 reclining seats, recently retrimmed, demountable toilet, driver's bunk, Webasto, Telma, curtains, carpet, MoT certificate to 13.3.92 .....**£42,500 + VAT**

1987 (D) DAF MB JONCKHEERE JUBILEE P50, 48 recliners, full executive specification .....**£69,500 + VAT**

1986 (C) MERCEDES JONCKHEERE JUBILEE P99, double deck coach, 77 recliners, toilet compartment, driver's bunk, TV monitor system, Telma retarder, double glazed, full executive specification .....**£59,500 + VAT**

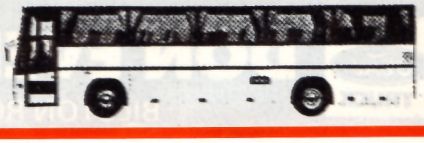
1984 (B) MERCEDES NEOPLAN CITYLINER, 53 recliners, sunken toilet, TV, video, coffee machine, refridgerator, reconditioned engine.

1982 (Y) SCANIA BR116 JONCKHEERE BERMUDA, 48 recliners, full executive specification, resprayed in white .....**£32,500 + VAT**

1979 (T) LEYLAND LEOPARD PLAXTON, semi-automatic gearbox, 52 recliners, radio/PA/cassette system, new MoT certificate .....**£15,000 + VAT**

Contact: Arthur Humphries on (0902) 732140 (Home)
Barry McCrae on (0604) 763800 (Home)
Sales Office on (0604) 760161 Fax: (0604) 760739
Jonckheere UK Ltd, 3 Weddell Way, Brackmills, Northampton NN4 0HS

JONCKHEERE



A CASE OF DEMAND AND SUPPLY

Rod Davey looks at some tempting coach deals and finds strong justification to back the claim that 'now is the time to buy' in the second of a special four-part *Coachmart* series.

THE message to coach operators is loud and clear - take advantage of the glut of vehicles currently on the market.

It's no secret that an over-stocked market place is putting downward pressure on new and used coach prices. Once the surplus clears prices can only rise - the wise operators are buying now.

Cutbacks in the import of European coaches and of manufacturing capacity at Plaxton's Scarborough plant will feed through the system. There will be a shortage of new vehicles and, following depressed sales over recent months, a shortage of recent used models.

At **Plaxton,** retail sales list prices have already risen but are not reflected in the price of stock vehicles, according to sales manager, Mick McElhone. 'Prices are still at January 1990 levels for a limited number of stock vehicles,' he said. 'For example, new Volvo B10M/Plaxton Paramount 3200 coaches to one-star specification cost £86,315 ex-VAT - the cheapest new Volvos on the market.'

But it must be emphasised that such deals are only available without part-exchange due to the enormous mismatch between levels of supply in new vehicles when compared to used PSVs.

Compared to a large parc of secondhand coaches, new stocks are limited to 15 Volvo B10Ms, 15 Leyland Tigers and half-a-dozen Plaxton Duple 425 Integrals. These are unlikely to survive for long with Plaxton's new pricing policy.

'We have tried incentives with parts and service, offering £5,000 in advance credit for new vehicles without part-exchange, but we've found operators are more interested in the straight price,' said Mick. And Plaxton has gone down this road.

'My advice to operators is to buy now. It's the same body design but at the old prices. Prices will rise next year after this year's stock clearance, as the volume market catches up on between two to three years of deferred price rises,' he added.

And regarding its large but diminishing parc of used vehicles, Mick asserted it was shrinking fast - passing the stage where it effectively depressed the market in new vehicles.

'Prices are so keen that Irish operators, known for negotiating sharp deals on price, are now actually driving vehicles away from Anston. As stocks drop prices will rise.' The normal range of finance deals are available in-house through Plaxton Roadlease.

Plaxton: mismatch between levels of supply in new vehicles compared to used PSVs.

Similarly on the volume side of the business, VL dealership, **Yeates Bus and Coach**, is offering keen deals to operators. 'We are currently offering vehicles at incredible prices without part exchange deals,' says Yeates' dealer, Alan Middleton.

He said good deals were currently to be had with Plaxton Duple 321s. 'But these have to be straight purchase only,' he underlined.

Yeates is offering interest-free credit for the first six months on five-year deals.

But as operators undoubtedly know, there is no such thing as a free lunch - and Yeates pays the interest charges as a direct subsidy to the coach finance houses on behalf of the purchaser.

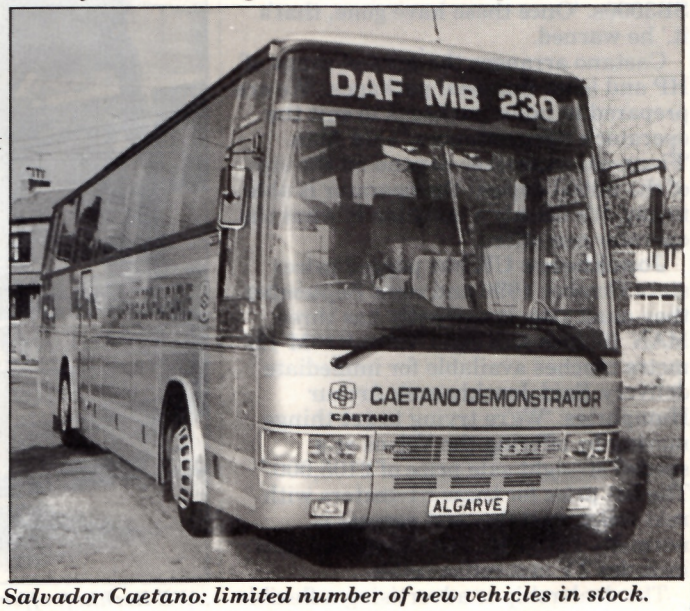
Another deal from Yeates involves its hire fleet of Leyland Tiger 321s, with an option to hire for a 12-month period. Operators tax and insure the vehicles and pay a monthly rental - getting sole use of the vehicle for a year in-service.

'The third option involves all normal HP, lease purchase, finance lease and operational leases,' added Alan. Yeates' finance deals are organised in a joint venture with Royal Bank of Scotland subsidiary RoyScot Trust.

And its 'used vehicle supermarket' is basically a horse-trading scene offering the operator an extremely flexible framework of negotiation, according to Yeates' Brian Walker.

'We say to the operator: here's the vehicle, go and take a look at it. He looks it over and estimates the cost of putting anything wrong with the vehicle right.

'This is either knocked off the price or we do an internal memo and put it right - either within the price or at ▶



Salvador Caetano: limited number of new vehicles in stock.

Yeates: offering good deals on Plaxton Duple 321s.

◀ additional cost. Our deals are really as individual as that,' added Brian.

Keen prices are also available on used vehicle prices from **Salvador Caetano.** 'Operators are naming their own deals - and if we can afford it the deal is struck,' said dealer, Alan Page.

'There's been no major problem shifting new vehicles. But the grey area is the used parc with 60-plus vehicles in stock. Listed book prices have gone into the waste bin.'

However, he added that there was only a limited quantity of new vehicles in stock. 'For example we have three Dennis Javelin 53-seaters to full touring specification for £83,000 - prices which should have risen last September and will be going up in the next three months.'

But such prices are again for deals without part-exchange - on such deals the price is more open to negotiation on its individual merits.

'Our diverse new product range is going well - with MAN 10.180s selling at £69,350,' said Alan. 'But we can't afford to hold prices at the present level for much longer - and stuff arriving from Portugal will come in under a new pricing structure.' Caetano's current new stock also includes two DAF SB2305, three mid-engined MBs and three DAF SB3000s. 'Once these have gone, that's it,' he warned.

Caetano arranges the normal range of HP and lease financial packages. 'We are prepared to tailor packages to suit the operator's circumstances,' said Alan. 'Financial incentives depend on the size of the initial deposit the operator is able to pay. It's mainly a question of what the operator can afford.'

Jonckheere UK has pegged prices since October 1990 and come September they must rise. It currently has three MAN 10.180s and eight Volvo B10M 12-metre coaches available for immediate delivery. Said Jonckheere's Arthur Humphries: 'We're trying to get things moving by offering the Volvos at a special straight sale price of £105,000.' The list price for these 51-seaters with rear toilet, curtains and carpets is normally £115,340, but the special deal includes TV and coffee boiler.

The dealership is advertising a flexible five-year lease package with a minimum three months' rental up front followed by 57 monthly payments.

Bob McLeod, managing director of **Hughes DAF**, spoke of flexibility regarding financial packages arising from its coach hire business.

'We are offering economy deals on rear-engined DAF chassis with Duple and Plaxton bodywork, including Plaxton 4000s. But such deals cannot continue indefinitely. The new vehicle tap has been switched off for nine months, creating a big cavern in supply which must end soon.

'We also have the biggest selection in the world of new and used Van Hools. And our reputation for the preparation of secondhand stock is the best in the country,' he claimed. 'If it needs doing - we do it. Hiring out the vehicle keeps our stock in first-class running order.'

Hughes DAF offers the full range of financial packages from short-term seasonal rentals, through HP, to long-term lease packages. 'Parent company, T Cowie, forwards the finance,' said Bob. 'Therefore the deals can be struck immediately in Cleckheaton.'

Loughborough-based Bova dealership, **Moseley**, has a number of competitive deals for the operator. 'We have a nominal number of Bova Futuras but no Volvo/Van Hools are available,' said Vin Moseley.

'There is one Futura for immediate delivery, with a handful arriving in June and July. The current one-off price is £97,700 with extras already built in to the price and specification.'

Moseley can arrange special financial packages tailored to suit its customers individual requirements.

But further outside the volume coach dealerships bargain basement deals are not so plentiful. **Van Hool UK** managing director, Vernon Edwards, explained the situation.

'Both with Van Hool and Eos it takes a relatively short time, about two or three months, to adjust importation into the UK. It's the difference between a market-led company and a production-led company.

'When Van Hool took over LAG Bus last June it took a dim view of the 1991 UK market and reduced its product plans accordingly.'

So this end of the market is not discounting for the simple reason it is not in the volume production game. 'We have a August/September delivery on a limited number of Eos coaches, perhaps two or three, and one Eos demonstrator.' The company currently only has one Van Hool Alicron 55-seater available.

Van Hool's used stock currently numbers 11 vehicles with a market value of around £350,000. 'Our used stock is perhaps not quite the right mix but it results from the company making a concentrated effort to reduce even this limited number of used coaches. Our philosophy on the used side is keen prices rather than high margins,' he added. 'We are going for quick turn-arounds because low margins give us that flexibility.'

AVE Berkhof: offering no special deals or discounts at present.

And for the new vehicle market it is a similar story at **AVE Berkhof**. 'We've no special deals or discounts because we are dealing in small numbers of high quality bodies on chassis,' said AVE's David Waterman.

'For the same reason our customers tend to organise their own finance.' The company has one Dennis Javelin/Excellence in stock - with four Javelins and three Scanias currently in build.

Small volume quality integral dealer, **Kassbohrer Setra**, is also in a similarly fortunate position. 'Setras maintain their residual values,' said UK managing director, Jim Shuttleworth. 'And I notice the finance houses are recognising the fact by favouring our product with the availability of balloon leases.' Kassbohrer deals with three major finance houses: RoyScot Finance, Forward Trust and Capital Charter.

Jim reported a large amount of enquiries. 'A wider spread of operators are recognising the advantages of running coaches with higher residual values.' He put this down to the collapse of Havelet Leasing which 'scattered quality coaches throughout the used vehicle market'.

Fellow supplier of German integrals, **Carlton PSV**, has the economy Neoplan Transliner at £125,000 but its main sales push is on mid-life Skyliners.

Operators tempted by a high-capacity coach for schools, local private hire and excursions should put their bids in a sealed envelope before noon on May 31.

Said managing director, Roger Dixon: 'The market is right for us to say to operators that they can afford a Skyliner. The vehicle is built for a long life and a number of six or seven-year-old models are now coming on the market.'

But one thing is common to all dealerships in whatever market segment - supply now more closely matches demand, so the days of the bargain basement deal are numbered.

Neoplan: sealed bids wanted.

WHAT'S ON OFFER

Plaxton	Volvo B10M/Plaxton 3200	£86,315
Yeates	Special deals on 321s	
Caetano	Dennis Javelin/Algarve	£83,000
Jonckheere	Volvo B10M/Deauville	£105,000
Moseley	Bova Futura	£97,700
Stuart Johnson	See news pages for details	
Hughes DAF	Economy deals on rear-engined DAFs	
Van Hool	Keen secondhand prices	
Berkhof	'Quality body on chassis'	
Setra	'High residual value'	
Carlton	Bids invited for used Skyliners	

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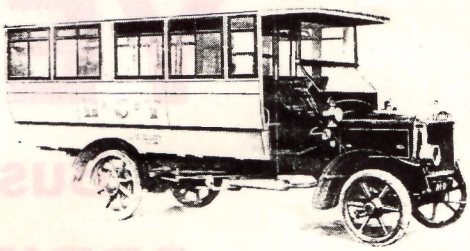

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Weekly report on law and the coach operator by Michael Jewell

Redfern Coaches has licence cut

MAINTENANCE problems have led to the authorisation on the licence held by Redfern Coaches (Mansfield) being cut from 19 to 13 vehicles, at a Nottingham public inquiry.

The Eastern traffic commissioner, Brigadier Compton Boyd was also concerned about the company's financial standing, and after hearing financial evidence in private, he adjourned his decision on what action to take-along with the application to renew its licence- until a later date when he will be assisted by a DTp financial assessor.

Brigadier Boyd said he regarded maintenance problems as a serious matter because the licensing system was based on road safety. In March 1989 Redfern sought to increase its vehicle authorisation from 17 to 19 and as a result a fleet inspection was carried out in April 1989. That resulted in one immediate prohibition and four defect notices. The vehicle examiner was also unhappy with the frequency of inspection and concerned whether the company had a proper driver defect reporting system. However, it was given the benefit of the doubt and the increase was granted. Since then, its vehicles had attracted three immediate prohibitions, four delayed prohibitions and 12 defect notices.

DTp vehicle examiner, Gerald Richardson, said a spot check was carried out in January at the company's Chesterfield depot. An immediate prohibition was issued and the examiner was told that the maintenance of the Chesterfield vehicles was being transferred to Mansfield. Concern was expressed about whether the facilities at Mansfield would be able to cope. There was no effective driver defect reporting system at Chesterfield.

Mr Richardson said he had carried out a fleet inspection at Mansfield in February, having given Redfern five days notice. He examined 10 vehicles, issuing one immediate prohibition, one delayed and seven defect notices. There were adequate maintenance facilities, but they had not been painted or maintained for a number of years. The workshop was very dirty and many of the lights were not working. Many of the inspection records were on unsuitable forms and no mileages were recorded so it was very difficult to check the inspection periods.

Brigadier Boyd said the forms concerned were almost blank.

Alfred Chambers admitted the company had cut back too far on maintenance and fitting staff.

Mr Richardson said three skilled fitters were employed, including Christopher Chambers, the son of the principal director Alfred Chambers. Christopher Chambers was carrying out the inspections and he had told him that the staffing ratio was inadequate.

The maintenance system being carried out had been set up by someone else and was unsatisfactory.

He paid an unannounced visit to the company at the end of April, examining five vehicles and issuing one immediate prohibition, one delayed and four defect notices. A proper inspection sheet had been introduced since February and Alfred Chambers had said that an additional fitter would be taken on. A driver defect reporting system was in place.

Of the company's vehicles recently submitted for annual test, five had passed at the first attempt, seven after repair work had been carried out the same day and six had failed. Brigadier Boyd said that was well above the 25 percent national average failure rate.

Mr Richardson said he felt the gradual decline in maintenance standards began when Alfred Chambers got less involved in the garage to concentrate on other activities.

Brigadier Boyd said it was a sorry tale. The message had been there in 1989, yet there were still problems only a few days ago.

Alfred Chambers explained there were several reasons why the situation had arisen. One was that it had been cutting back on operational expenses and he admitted the company had cut back too far on maintenance and fitting staff.

Cost cutting measures were brought in because of commercial pressure being faced by the company. Mr Chambers told the inquiry that, until two years ago, he had run the garage operation himself, before taking on the travel side of the business.

Since then, the message he had received from the company's staff was that they had been rather unlucky with inspection results.

The people doing the job were properly qualified, but perhaps lacked the necessary experience. He was now getting a grip of the maintenance side, and would continue to do so until he had got it back on line.

The maintenance facilities had been tidied up and improved and that would be progressively continued. Another fitter would be set on to get the staff ratio right.

After Mr Chambers said the firm had found two depots too elaborate for the way it operated and its finances, Brigadier Boyd said Mansfield was the only operating centre on the licence.

In reply to the commissioner, he said the company needed 18 vehicles for its business at the moment. One problem had been that it had not brought the Chesterfield staff over when those vehicles were transferred to Mansfield.

He had operated for 10 or 12 years without any problems. He was confident in his own ability to turn things round, and the staff knew their jobs were on the line. His son now worked under him.

Questioned by the commissioner, Christopher Chambers said he was 26-years-old and he had been inexperienced in management terms when he took over after the previous transport manager had left.

He did not currently hold a Certificate of Professional Competence but was in the process of obtaining one.

Alfred Chambers agreed it would be a good idea to have an outside agency check the vehicles periodically.

The traffic commissioner said he had seriously considered revoking the company's licence.

After a short adjournment, he said he was thinking of having the whole fleet checked every six months and that he would be approaching the Freight Transport Association for advice. He realised that maintenance had to come before commercial considerations.

Brigadier Boyd said the debit side was pretty gloomy. It had been made clear to the company that there were flaws in its system in April 1989. Despite that, its vehicles attracted further prohibitions and defect notices. He was absolutely astounded there were no proper inspection records when the company had been in business for 15 years. There had been no real improvement in two years, and no valid explanation had been offered. Alfred Chambers had clearly failed to manage, preferring to believe his staff over the findings of the Vehicle Inspectorate over a two-year period.

It was very hard to find anything on the credit side. Mr Chambers had frankly admitted he had ignored his maintenance responsibilities by cutting ▶

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Weekly report on law and the coach operator by Michael Jewell

back in terms of money and labour. He was now back in charge and there had been no real problems when he had been in charge in the past. After 15 years, this was the first time there had been any complaint about maintenance.

He had seriously considered revoking the licence. However, he was prepared to allow the company to continue operating for the time being, but only at a level he thought it could cope with, and subject to the production of an FTA contract and the taking on of an additional fitter in the next few months.

He warned the company would be well advised to have its accountant present when the hearing was continued, and said that there would be a further maintenance check before then.

BeeLine Buzz told to pay sacked worker £6,000+ compensation

BEELINE Buzz Co has been ordered to pay £6,402 compensation to a controller sacked for refusing to cover for drivers who did not turn up for work.

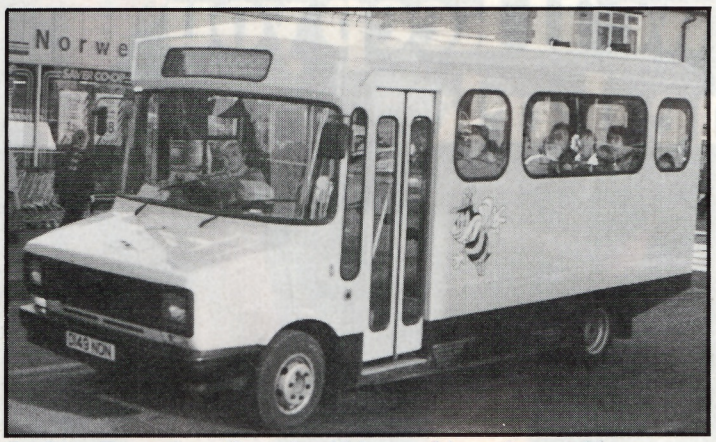
A Manchester industrial tribunal was told that Christopher Hyland was an operations controller at the company's Stockport depot. BeeLine maintained that he had been dismissed for refusing to carry out a reasonable instruction.

Evidence was given that in 1987 Mr Hyland had obtained a PSV driving licence and that the terms and conditions of his employment required him to work productively and flexibly, and that whilst his main field of work was defined, he was expected to carry out other reasonable tasks within his capabilities.

Mr Hyland took that to mean that the company could call on him to carry out driving duties in cases of accident and emergency. He had carried out such duties on three or four occasions- the last being some seven months before his dismissal.

The tribunal was satisfied that the company suffered from a chronic shortage of drivers, but said that there was no evidence to show that it had previously asked controllers to carry out driving duties to replace those who had failed to turn up for work.

On June 6 four or five drivers had not turned in, which was not unusual. The operations assistant,



BeeLine Buzz: the tribunal said it acted in a thoroughly unreasonable way.

Mr Naylor, asked Mr Hyland to cover the lost mileage. Mr Hyland said that he was not going out on the road, as he was a controller not a driver. He was relieved from duty and attended a disciplinary hearing the following day, conducted by the operations officer, Malcolm Hawksworth.

Mr Hyland's defence, in part, was that he had not been instructed or ordered to carry out driving duties, but merely requested to do so and he had refused that request. He also felt that he had been 'singled out'.

He meant by that that another controller who had a PSV driving licence had not been asked to carry out driving duties, nor had the driving trainer, who was also on the premises. At the conclusion of the hearing, Mr Hyland was dismissed.

The tribunal said it was satisfied that Mr Hawksworth was reasonable in concluding that Mr Naylor had given Mr Hyland an instruction to take over an absent driver's route. However, it found that no reasonable employer could have taken the view that Mr Hyland was unreasonable in refusing the instruction.

It felt that BeeLine, in the person of Mr Naylor and Mr Hawksworth, had behaved in a thoroughly unreasonable way.

When Mr Hyland took his PSV driving course, he was told the purpose was so that he would be available in case of emergency, such as a driver being taken ill when actually driving passengers on route. He had never been called on in his three and a half years service to substitute for drivers who had failed to turn up. The fact that four or five drivers had failed to turn up on June 6 was not unique.

The previous day Mr Hawksworth had gained the permission of management to utilise controllers in such circumstances, and though he told Mr Naylor, nobody had seen fit to inform the controllers.

The tribunal considered that BeeLine had been unreasonable in suddenly, without any prior intimation, telling Mr Hyland that he was expected to carry out duties he had never carried out before.

There was a world of difference between an employee, who deliberately ignored an instruction knowing that it was something his employer could call on him to do, and an employee who genuinely and reasonably believed that the employer had no power to call on him to carry out the duties in question.

There was also unfairness and unreasonableness in the way that Mr Hyland was dealt with after his refusal, said the tribunal. Mr Hawksworth took no action for half an hour after being told the reason Mr Hyland was not at his seat. There was one other person, another controller, who would have been able to carry out the driving duties if asked. The fact that he was not showed that the need for drivers was not as urgent as BeeLine made out.

Thomas Taylor bid is turned down

NORTH Eastern traffic commissioner, Frederick Whalley, has refused an application by Thomas Taylor - trading as S & E Coaches of Farrington, Sunderland - to increase the authorisation on his national licence from one vehicle to 20 vehicles.

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BCC scores 'bull' on tourism target

A DRIVE to attract tourism stands to this October's Coach and Bus '91 show has met with staggering success, say organisers.

The Bus and Coach Council's Philip Carlisle had orginally planned to set aside a special area for tourism but has had to TWICE extend the area to cope with demand.

'We know the show has always been popular with this sector of the market, but we never expected demand to be so great,' said Mr Carlisle. 'We are delighted because we know this is an area of the show which is very popular with coach operators.'

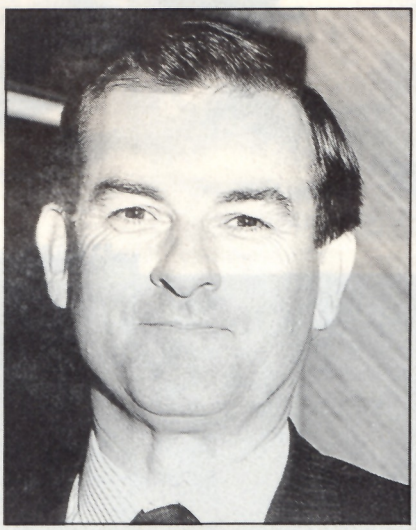
Among exhibitors are national tourist offices from the UK and abroad, hotels, ferry companies, wholesalers, group travel handlers and travel insurers, making Coach and Bus '91 the most comprehensive PSV show ever staged.

'Anyone who is anyone in the coach industry attends Coach and Bus,' said Mr Carlisle, 'So for exhibitors it really is a golden sales opportunity.'

Remaining space in the extended section is selling quickly and Mr Carlisle advises tourism exhibitors to book soon.

The organisers are offering stand packages which can include furniture and floral displays where required.

Coach and Bus '91 - set for October 18 to 20 at the NEC's Hall 5 - is managed by Rob Orchard, Tel: 0768 881838, Fax: 0768 881809.



Philip Carlisle, BCC.

Press support planned for record-breaker

THE COACH Tourism Council is to provide a package of benefits to operators sending a coach to this summer's Coaching for Pleasure Day in Leicester.

The event - which is hoped will break two records - is tied into Leicester's celebration of the birth of Thomas Cook, who largely invented the package deal.

As at last year's Coaching for Pleasure Day in Nottingham, the national press is expected to give coverage of the event. But one of the event's organisers, Mark Williams, explained that an information pack to be supplied to entrants should ensure plenty of media support in the operator's home twon.

'The event should become the biggest-ever free coach trip organised,' he said. 'But because all of the passengers aboard the planned 50 vehicles will be named Cook, it could well lay claim to the biggest gathering of people sharing the same name.'

Flashback to last year's Coaching for Pleasure Day - numbers should be doubled at Leicester.

Mr Williams said coach operators would be getting full guidelines and specimen press releases to help them generate publicity in their local community: 'The local newspapers will be asked to help track down all the local Cooks for the trip and will be invited along,' he said.

The arrival of vehicles at Leicester is planned to be a spectacular event. Organisers are hoping for a police escort for a cavalcade of coaches to De Montford Hall, before parties split up to visit local attractions.

Membership enquiries for the Coach Tourism Council should go to CTC, c/o Roger Mott, Motts Coaches, 15 Station Road, Stoke Mandeville HP22 5UL.

Gardens open after two years

THE National Trust has opened Stoke's Biddulph Grange Gardens to the public for the first time.

Part of the Stoke Heritage Trail, the historic gardens were badly neglected until NT bought them in 1988 and began two years' of hard work to restore them. The work is continuing.

They were originally laid out by 19th Century horticulturist John Bateman to house a vast collection of unusual plants. An Egyptian Court, Chinese Pagoda, Italian Terrace and Cheshire Cottage are all settings in which he displayed his flowers and trees to advantage.

The venue is of particular appeal to gardening groups and clubs. Tours are available on Wednesday, Thursday and Friday for around £5. They last about two hours, after which clients are free to wander around.

Facilities include a tea room and picnic area, with the usual NT souvenir gifts and locally-made crafts.

Already, Bakers of Biddulph has begun a shuttle service using its coaches from Stoke rail station.

The Trust's Ormesby Hall in Middlesbrough is hosting special coffee evenings and a Victorian evening to extend the usual daytime visits on dates this summer.

The coffee evenings in the old house are on June 12 and 19, July 3 and 17, and August 14. The Victorian evening is on July 4. The NT shop will be open for these events. All tours cost £3.20 a head.

Details of all National Trust properties and events can be obtained from the National Trust, Travel Trade Office, 36 Queen Anne's Gate, London SW1H 9AS, Tel:071 222 9251, Fax: 071 222 5097. Ormesby Hall's coffee evenings can be booked direct by 'phoning 0642 324188.

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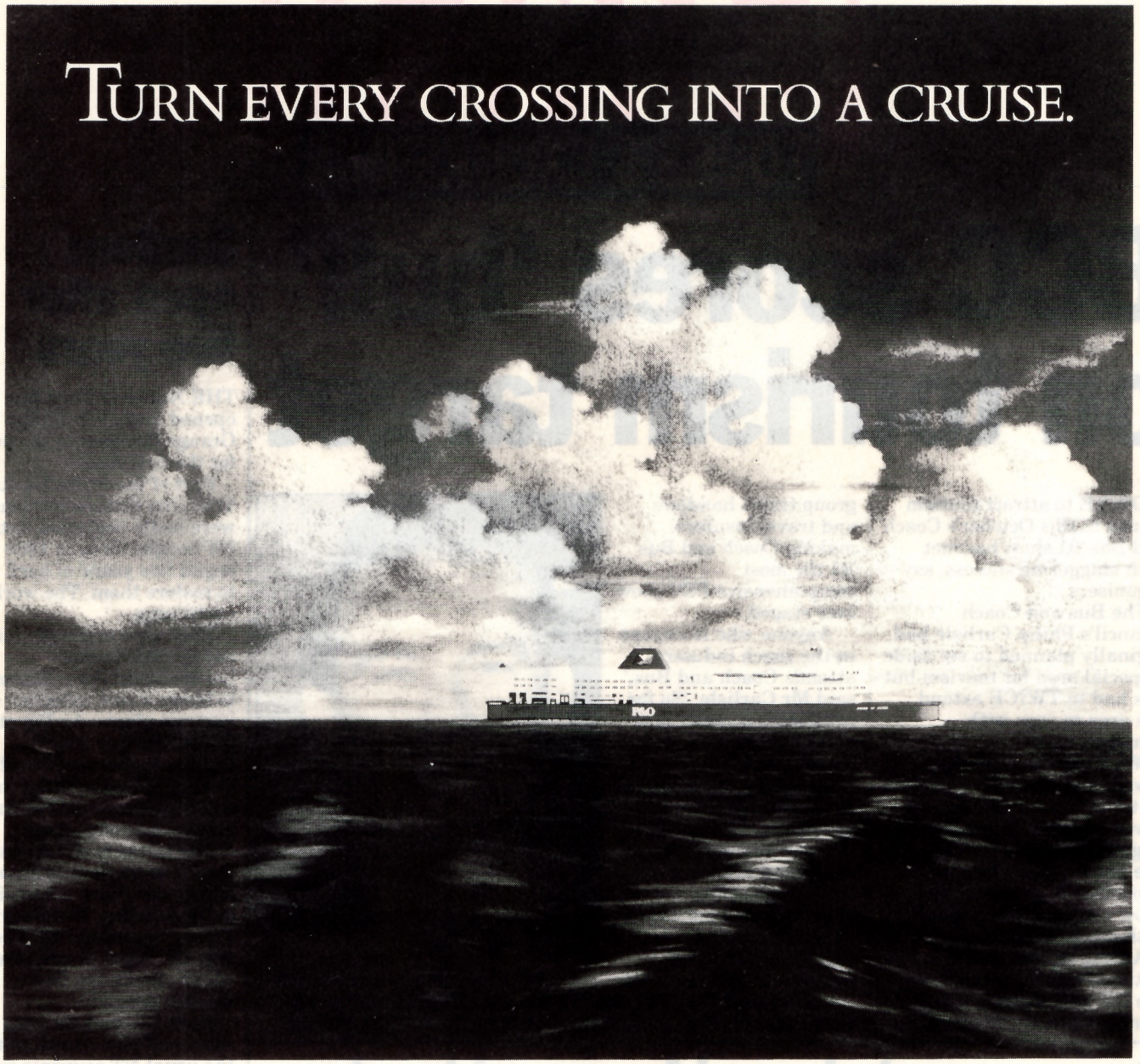

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Sealink Stena launches Irish Sea flagship

SEALINK Stena Line has officially launched its Irish Sea flagship 'Hibernia' giving near cruise-liner standards on the Holyhead to Dun Laoghaire run.

The ship, formerly the 'St Columba', has had a deck-to-bilge refit costing £7 million and now bears little resemblance to the original. German contractors have introduced more and better entertainment rooms allowing new facilities ranging from a fast-food pizza parlour to live Irish music.

Stena founder Sten A Olsson underlined the Scandinavian shipping company's commitment to providing top-class services for groups and individuals alike at the plush ceremony, carried out several weeks after the luxury ferry came into service. In all, Stena is spending £178 million re-equipping British-based ferries.

By peak season, providing four sailings a day, the 'Hibernia' will run alongside another ship, the Stena 'Cambria', due to double the number of daily runs to four. 'Cambria' was formerly the St Anselm operating Dover-Calais and is equipped with free-flow restaurant and other facilities suited to a short crossing.

Sealink Stena has made good use of the space available to cater for everyone from businessmen - who have special bar areas, conference facilites and business machines - to children, who get a play area and video lounge.

Between the extremes are three bars, one offering a casino, two restaurants and commercial driver facilities. Passengers on night crossings can book one of 220 cabins and grab a few hours' shut-eye. Crossing time is a nominal 3 hours.

Major rail station and terminal improvements costing £3.4 million also show - and more are planned. Spacious areas allow for groups to gather and be filtered through the customs area swiftly. Adequate drop-off and pick-up is possible at the entrance if required.

Crossings on the route aboard Cambria or Hibernia range from £360 to £660 for a full-sized vehicle but operators should always 'phone for a quote. Sealink Stena is at Charter House, Park Street, Ashford, Kent TN24 8EX, Tel:0233 647047.

Cowes crossings improve

RED FUNNEL Isle of Wight Ferries is to add two more high-speed ships and has extended its ro-ro timetable in a bid to attract more group business.

The Southampton-based ferry line, which operates into Cowes, has already put a 120-passenger catamaran into service and will be bringing another on to the crossing soon. This service could be used alongside the ro-ro crossing.

'Red Jet 1' is also ideal for operators doing shuttle work down to Southampton. The new, twin-hulled ships significantly increase passenger capacity on the poular holiday route.

Coaches can now go over on an hourly basis from early morning to late evening aboard the ro-ro. The timetable is extended until November 1, giving the benefit for tours right into the shoulder months.

Contact Red Funnel Ferries at 12 Bugle Street, Southampton SO9 4LJ, Tel:0703 330333, Fax:0703 639438.

The new twin-hull high speed ferry "Red Jet 1".

P & O offers packages

P & O European Ferries is offering a wide range of summer group packages including deals for visits to Floriade '91 - the flower festival based near the Hague.

Two- and three-star hotels are used at a mixture of venues. Paris, Rouen, Northern France, Amsterdam, Brussels, Ostend, and Bruges are included from a two-day, two-sharing price of £46 a head including crossing.

The usual driver facilities of berth and meal on Felixstowe routes and shell brochures which can be overprinted with the operator's name are part of the deal.

P & O warns of the standard European practice of separating groups from individuals and serving continental-style cold breakfasts. But it claims its Paris hotels, for instance, are within the ring road and thus within striking distance of the city centre.

Full details of summer P & O group packages - and all other services for operators - are from the port itself or by 'phoning group inclusive tours on 0304 223451.

POSSIBLY the oddest-looking cruise ship in the world, the SSC Radisson Diamond is launched in Finland in May 1992. A twin-hulled vessel, it is of similar design to Sea Container's Hoverspeed 'Sea-Cat' but is destined for sunnier climes: this ship will spend next summer in the Mediterranean and winter in Puerto Rico. Meanwhile, 'Sea-Cat' comes into service on Dover-Boulogne this summer. It's sister ship arrived from Tasmania this week and another is being built. Hoverspeed says early problems with the ride it gave have been solved and it will soon replace the hovercraft on cross-channel routes.

The white lion on Dunstable Downs

Whipsnade Wild Animal Park

Canal lock at Leighton Buzzard

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Stately Homes and Gardens - Visit Luton Hoo with its art treasures and unique Russian Collection of Faberge jewels, or enjoy the magnificent gardens and Rothschild collection of paintings, furniture and porcelain at Ascott House, a National Trust property near Leighton Buzzard.

Outdoor Pursuits - From the Chiltern Hills to leafy woodlands, South Beds offers superb walking, including parts of two long-distance footpaths. You could also go fishing, play golf, ride horses, go gliding or cruise the canal in a narrowboat.

Shopping - Leighton Buzzard, with its wide Georgian High Street, market cross and ancient street market, has a modern shopping precinct as well as charming shopping alleys and mews. Dunstable, where Henry VIII divorced Catherine of Aragon in the Priory Church, boasts three shopping precincts and a market held on a purpose-built, tree-shaded site.

Accommodation - We have a range of accommodation for all tastes from five star hotels to motels, guest houses, country inns and farmhouse bed and breakfast.

Easy Access - The main railway line from Euston, the M1 motorway, the A6 and the A5 all run through South Beds, providing easy access from London and the north, while Luton Airport is nearby. A good road network also makes South Beds the ideal touring base for attractions in the rest of Bedfordshire and neighbouring counties.

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For further information please contact:
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(Please quote Ref CM/23/5/91)

Windsor attraction goes for coaches

THE former Madame Tusssauds-owned Royalty and Empire Exhibition in Windsor has been revamped by new owners L & R Leisure.

A package of changes put the emphasis on coach groups while changes to the exhibition itself make it easier and quicker for large groups to see the superb models which celebrate 60 years of the Victorian age.

Through the entrance into Royalty and Empire from Thames Street (coach clients will enter from the back near the station) the period is set in Royal Station Arcade by costumed guides and ushers dotted around. This is a public area with a Victorian photographer and other scene-setting but working shops.

The trail around the exhibition now starts with the only timed part of the presentation - a stunning slide show depicting the Victorian era with period pictures and a sophisticated, computer-controlled display of robot models of Queen Victoria, the Royal Family and other notaries of the age.

The show, introduced by an extremely English usher, runs every 20 minutes, lasting just under quarter of an hour. From the show, visitors move out to the station platform, where Queen Victoria's visit to Windsor during the Diamond Jubilee celebrations of 1897 is reconstructed.

L & R have gone to an extraordinary amount of trouble to reveal the authenticity of the station buildings uncovered during the rearrangement of the exhibition. The incoming tourist will be getting the full flavour of Imperialism but don't write off Royalty and Empire for domestic trips: any client from outside of London and the Home Counties will enjoy a visit.

Pomp and circumstance: wax and fibreglass.

It must be said that the exhibition is suitable for school groups - special teacher packs can be supplied - but is not ideal for casual visits by children; organisation and project work is a 'must' to keep their interest. The Royalty and Empire exhibition is exceptionally good for adults and the elderly, although there are stairs to negotiate up to the lovely conservatory tea garden. Disabled can be served with refreshments downstairs on request.

OPERATOR BENEFITS

From an operator's viewpoint, the exhibition has been improved enormously. There are no longer any parking charges. The £10 price of the council-issued ticket at the coach park just a couple of minutes' walk away will be refunded IN FULL by Royalty and Empire at the ticket office.

This clearly relies on pre-booking, with groups of 20 or more, but offers the operator all-day parking at a very central location adjacent to the rail station. Group discounts of 65p bring the entry tickets down to £3.30 for adults, £2.30 for OAPs, while children get in for £2.20 against a normal price of £2.45.

Operator benefits for 1991 don't end there. If only a small number of a coach group want to visit as individuals, the operator can get a voucher for a free drink for these clients. The voucher is stamped by the operator with the business address. Royalty and Empire will send a £10 refund for every 20 of these vouchers redeemed by clients over a three-month period.

Details of Royalty and Empire and group bookings are from Windsor Station Ltd, Windsor and Eton Central Railway Station, Windsor, Berks SL4 1PJ, Tel:0753 857837, Fax:0753 830028. Please mention Coachmart when booking.

Schools use Royalty and Empire for project work.

BRIEFS

- **ALTON Towers has concelled its Christmas Festival and Pantomime on Ice while it readies itself for the 1992 season. It has announced a new driver message service available by ringing 0538 702716. Messages are left in the driver rest room.**

- LEGO animals will be on display alongside the real thing at London Zoo from June 15. Six creations including the world's biggest man-eating tiger are being shipped from Denmark to form the Lego Safari exhibition - a free exhibit within the zoo.

- **SENIOR citizens get a free cup of char at six Wildfowl and Wetlands Trust birdwatching centres during September. The 'Sweet September Days' offer is available at Slimbridge in Gloucestershire, Arundel Centre in West Sussex, Martin Mere in Lancashire, Peakirk in Cambridgeshire, Washington in Tyne and Wear, and the new Llanelli Centre in South Wales.**

- SCOTTISH heritage attraction Urquhart Castle now has a visitor shop on site. The shop, opened by Historic Scotland director Graeme Munro, will cater for the 175,000 visitors at the castle.

- **TYNESIDE shopping complex MetroCentre is selling two-night shopping breaks based at the centre's hotel. The weekend bed and breakfast deal at Gateshead is just under £50 but includes a book of money-off vouchers.**

- A COUNTRY fair at Chatsworth is given sparkle with military bands, free-fall parachuting, hot-air ballooning and 150 trade stands. The event is staged on August 31 and September 1.

- **ONE of Britain's most unusual attractions has announced achievements with both German and French flavours . . . literally. Lamberhurst Vineyards has perfected a Schonburger Dry wine made with the German strain of grape and added one of the first all-British brandies to its cellars. The Kent wine grower sold the first two bottles of brandy at Christies for £105 and £75.**

CAMELOT BREAKS at PARK HALL HOTEL & VILLAGE

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Price includes Dinner, Bed & Breakfast and VAT @ 17.5%

GROUP RATES (MIN. 20 GUESTS)

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We are open every day from 28th March to 25th October 1991, from 10.00am to 6.00pm. (Sundays in April, May and October 12.00 noon to 6.00pm.) LAST ADMISSION every day 5.00pm. For further information, leaflets or party booking forms, telephone 079-681 207.

Blair Castle BLAIR ATHOLL, PITLOCHRY, PERTHSHIRE

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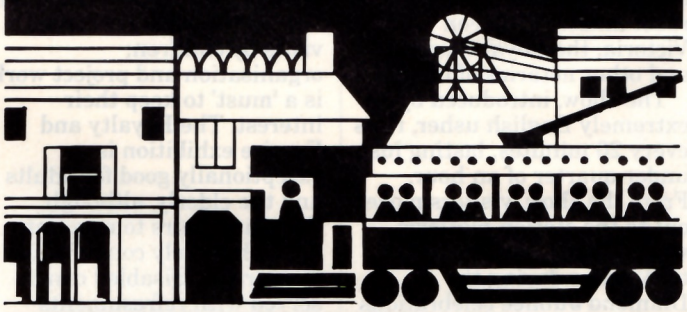

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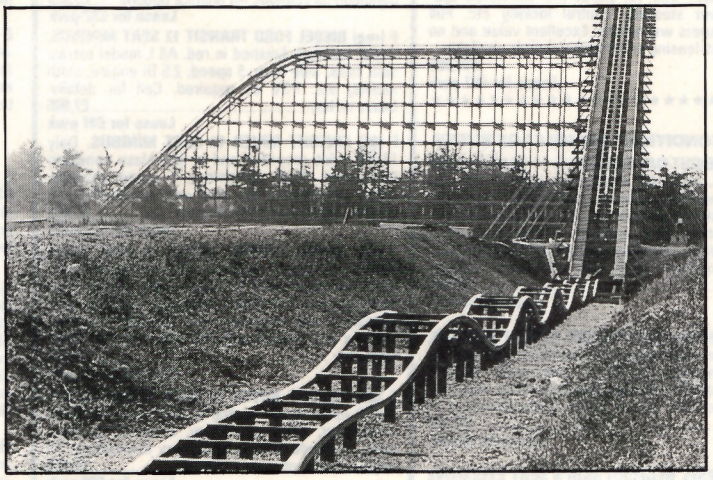
Ultimate attraction

THE BIGGEST rollercoaster in the world, the Ultimate, and the plethora of other rides at Lightwater Valley Theme Park will help build an even stronger group visit ratio than the 41 percent share of 1990, says the park.

The Ripon venue has increased its marketing towards group business by publishing a full-colour leaflet and information for coach operators this season, even having a 24-hour hotline.

'A significant part of our marketing is now aimed at the operators,' says chief executive Gary Blades. 'We are very keen to nurture this relationship and have developed a complete package with numerous incentives to benefit both the operator and his customer.'

Lightwater Valley is not cheap but is popular. Group rate is £5.95 a head, senior citizens £1 cheaper and schools rate goes from £3.95 to £4.95 depending on season.



The Ultimate . . . the biggest rollercoaster in the world.

Full details of Lightwater Valley Theme Park are available by ringing the 24-hour number. Tel:0765 85368.

Pie and peas at Porters

ENGLISH food is about as rare as French cricket these days... but London restaurant Porters is hoping to put it back on the menu for tourists.

The Covent Garden venue is known for its spotted dick and custard, its steak and kidney pudding, its sausage and mash and its toad in the hole.

The authenticity of the food is ensured by owner Lord Bradford so it's ideal for incoming groups who genuinely want to taste English cuisine. Prices reflect the fact that it's in Central London, but are more reasonable than most.

The restaurant has 200 seats making it ideal for coachloads. It has special group menus.

Contact Porters' English Restaurant on 071 836 2661 for full details of group bookings.

Winter warmers in Lake District

UP-MARKET Armathwaite Hall Hotel in the Lake District is pushing for coach business this winter with half-board rooms from £40.

The four-star hotel on Bassenthwaite Lake, near Keswick, has included several add-ons to make the deal attractive to groups of 20 or more. Space is likely to be limited in the 42-bed historic building.

Extras are free afternoon tea in Keswick for two-night bookings, a Taste of Cumbria menu on request, use of the hotel leisure club, free entry to Tuille House in Carlisle or Dove Cottage near Ambleside, plus the usual overnight stay for the driver.

Longer breaks between November and March, on selected days, are available at £159 for four nights. Meals are also available for touring coaches. Lunch is on offer from £5.95, teas from £6.95 and morning coffee from £1.50.

Details are from Joan Tomkinson, Armathwaite Hall Hotel, Bassenthwaite Lake, Keswick, Cumbria CA12 4RE, Tel:059 681 551, Fax:059 681 220.

West End guide at cut price

DISCOUNTS on a new guide to the West End theatres have been negotiated for Coachmart readers.

The £9.95 travel trade manual - which gives seating plans, group facilities and details of backstage tours - is available to Coachmart readers for just £7.50 plus £1.10 post and packing.

The 132-page manual is compiled by the Society of West End Theatre with the help of the British Tourist Authority. Two full pages are devoted to each theatre, dealing with every aspect.

The guide gives valuable information about coach set-down and group facilities, conference rooms, catering and ticket agencies. The seating plan is particularly useful for operators, giving the exact location of seat numbers at all the major theatres.

To get a copy, send a cheque for £8.60 to The Society of West End Theatre, Coachmart Offer, Bedford Chambers, The Piazza, Covent Garden, London WC2E 8HQ. Cheques made payable to 'West End Theatre Managers Ltd.'

Wales tightens up standards

THE WALES Tourist Board is planning to grade accomodation and its approved activity holiday operators with a new 'crown' system.

Among changes are the insistence that guest houses have washbasins in each room and the inclusion of optional evening meals for any two-crown classified accomodation.

'Next month we will be announcing details of our plans for accredited activity centres,' said WTB chairman Prys Edwards. 'Only activity operators vetted by the WTB will be promoted by it.'

Tourist attractions, too, will come under scrutiny: 'The board will be piloting an inspection scheme for tourist attractions' he said.

Walsall event is L for leather . . .

A HORSE parade, childrens' activities and visits to factories all go to celebrate Walsall's involvement in the leatherworking industry in August.

The second Leather Festival on August 17 to 25 focusses attention on workers who have made James Bond's luggage and the Queen's saddles as well as childrens' shoes and handbags. It is centred around the Walsall Leather Centre Museum in the West Midlands.

The museum itself last year saw 25,700 visitors - the highest number since opening in 1988. It can handle groups of up to 40 at a time but booking is essential for coach parties. Best of all, entry is free.

Further details are from Walsall Leather Museum, Wisemore, Walsall WS2 8EQ, Tel:0922 721153.

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53 seats, recon engine 8/90, full MoT, Telma, speed limiter, double glazed, stereo, radio cassette.
£15,500 + VAT
Tel. 021-359 8877 No P/X
(19294/BE)

BEDFORD

BEDFORD DOMI I, recon engine, 45 recliners, express doors, MoT May '92. **£3,500**
BEDFORD MOSELEY, '77, recon engine, 53sts, MoT May '92. **£4,500**
BEDFORD MOSELEY, '77, very good engine, 53sts, MoT July '91, ready for test. **£3,000**
or £9,500 for the lot. All plus VAT.
Tel. 0737 767998 day or 0306 712327 eve
(19322/BE)

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53 seats, tested February 1992 and December 1991. Good all-round condition.
£15,000 ovno + VAT each
P/X considered.
Tel. 071 935 0072
(19307/BE)

1980 BEDFORD YMT, Plaxton Supreme IV, 53 seater, radio, PA, power door, MoT April 1992. Very nice condition. **£8,000 ono. Chivers Coaches, tel. 0252 703446 (Surrey).** (19301/BE)

1973 YRT. 53 seats, tested 9-4-92 (Leyland 401 engine), **£2,000. 1975 PJK,** 29 seats, tested 4-3-92, **£2,000.** All in daily use. **Stoniers 0782 214184, 0782 412372 evenings.** (19347/BED)

BEDFORD PJK 29-Seater, 1982
Taxed & tested July, owned by us since new, good condition, clean inside and out, sale due to update of fleet.
£9,750 + VAT ono
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(19144/BE)

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1982 BOVA EUROPA, 51 seats, courier, continental door, all white, no lettering, MoT Nov '91, taxed 6 months, will take Bedford, Ford, Leyland, Volvo in P/X. **£20,000 + VAT. Tel. 06943 429 (Shropshire).** (19174/BO)

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BRISTOL Re breaking for spares. Most parts available. Plaxton body and some new Bristol spares. Tel. Hugo Miller on Horsham **0403 211144.** (19321/BR)

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49 recliners, c/seat, toilet, drinks machine, fridge, 2 TVs, video, radio/PA/cassette, d/bunk, Telma, A1 condition, MoT Sept, taxed '91.

£55,000 ovno

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(19342/DAF)

1983 DAF MB200 MOSLEY ALPHA GT, 48 r. seater, Executive, drinks, toilet, wired for TV/video, radio/PA, MoT, painted. **1983 DAF BOVA EUROPA,** 53 r. seater, radio/cassette/PA, rear engined, MoT. **1982 DAF BOVA FUTURA,** 49 r. seater, Executive, toilet, drinks, radio/cassette/PA, rear engined. **Tel. 0285 720752/3 days or 0285 653882 eves.** (18646/DAF)

1980 DAF PLAXTON SUPREME IV, 53 seats, 1 year's MoT, express doors, tinted windows. **£9,950 + VAT. Tel. 0708 864911 (Essex).** (19083/DA)

1980 DAF MB200 DKTL PLAXTON SUPREME. Executive, private plate, 48 recliners toilet, TV/video and coffee machine, recent new gearbox and clutch, MoT April 1992, **£14,000 + VAT ono. Tel. (0833) 37341 Co Durham.** (19348/DAF)

1984 DAF BOVA EUROPA 3

49 seat + courier, full exec, TV/video, toilet, drinks machine, Webasto heater, 1 full year's test.

£29,950 + VAT ovno.

1982 DAF BOVA EUROPA 1

TV/video, drinks machine, Webasto heater, 1 full year's MoT certificate. Private plates.

£19,950 + VAT

TEL: 071 935 0072

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1985 METRO LINER

71 seater. 3 TV's/Video tables on lower deck, toilet, drinks machine, engine reconditioned. New MoT.

£28,000 + VAT

FOR QUICK SALE.

P/X considered

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F REGISTERED LEYLAND LEOPARD PLAXTON

53-seater, Mk IV front, power door, radio and PA, resprayed in white, sold with one year's MoT, taxed till June '91.

£11,250 + VAT

HP and P/X

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0836 294590 (mobile)

(19291/LEY)

LEYLAND NATIONAL, 1974, 41 seats, MoT August. **£2,500 + VAT. Tel. 0782 744744.** (19327/LEY)

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47 seater, very good condition.

£14,950 ono.

Must be seen.

Finance available.

0626 68453/61167, 0626 774381 eves

(19333/LEY)

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1980 BRISTOL VRT, 69 seats, MoT until November. **£6,000. Others. £1976/7** with and without MoT's **from £1,900 to £3,900 plus VAT. Tel. Stoke and Berkenhead on 0782 744744.**

(19328/DD)

LEYLAND

LEYLAND TIGER 245 PLAXTON PARAMOUNT 3500

1983 (Y), 46 recliners and toilet, PA system, double glazed, tinted windows, retarder, semi automatic box.

£35,000 + VAT

Part Exchange Possible

(19087/LE)

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53 seats, express doors, destination display, TL 11 245 engine, semi-auto gearbox, new test certificate.

~~**£22,000**~~ **£20,000 + VAT ono**

Tel: 0202 537 568

(19139/LEY)

1985 LEYLAND TIGER 245 PLAXTON PARAMOUNT, low driver, 53 recliners, curtains, courier seat, radio cassette, full MoT, speed limiter fitted. **PX considered. £44,000 ono. Tel. 0729 822449 days or 823409 nights.** (18648/LEY)

LEYLAND Tiger Caribbean II. 1985 Man SR 280 53. Iveco Daily 13 luxury conversion. Ford Transit, 1988, 12 luxury for sale. Tel. 0352 713339 OARE'S, CLWYD. (19297/LEY)

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1980

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Curtains, Telma, heating, clean. New MoT, spotless condition, good engine, new front tyres, been through the workshop.

£9,500

HARRIS SUPER of BROMSGROVE 0527 72857

(19314/FO)

DECEMBER1 1979 Ford R114 Alpha bodied, 53 seater, red interior, side lockers, manual door, good tyres, taxed and tested November 1991. **£4,000 ono + VAT. Tel. 0200 26269 (Lancs).** (19310/FO)

1979 FORD PLAXTON SUPREME, 10m, 45 seats plus courier, Eberspacher, superb condition, owner operator, dealer maintained, MoT March '92, pending retirement. **Tel. 0924 275722.** (19338/FO)

FORD TW60 PRIVATE PLATE. Plaxton Supreme IV P/D. Purmo heating, 53 s, Telma, new Ford engine, good general condition, MoT Dec, taxed. **£8,000 ono + VAT. Tel. BUGLER'S 0272 778759 day, 779170 eve.** (19302/FO)

SEPTEMBER 1978 FORD PLAXTON, 53 seats, radio/PA, power door, side locker. **£4,950 + VAT. Tel. 0604 890210.** (18983/FO)

1980

FORD PLAXTON R1114

48 seater, toilet, coffee machine, overhauled engine, re-panelled and painted, tested April 1992, blue/white exterior, excellent condition.

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Tel. 0368 62737

(18649/FO)

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53 seats, like new, MoT August 1991, good all-round condition.

£8,900 + VAT

STARLINE COACHES

Tel: 051-428 6102

(19112/FO)

1983 FORD RIII5 DUPLE DOMINANT IV, taxed & tested Oct '91, private plate, good condition. **£12,500 + VAT. 1980,** Ford RIII4 Duple Dominant II, taxed & tested Oct '91, private plate, good condition. **£6,500 + VAT. Tel. (Mossley) 0457 832795.** (19104/FO)

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CITYLINER, 1983-84, private plate, MoT May 1992, 51-53 seats, full executive. The Best Cityliner around! **£42,000 plus VAT. Tel. 051 724 5727.** (19298/NEO)

SKYLINER 1983, 75 seats, exceptionally low mileage, all usual facilities plus air conditioning, tested Nov '91, **£42,500 + VAT ono. Tel. 0303 266533 day or 0303 813165 eves.** (18248/NEO)

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S/A Plaxton 3500, 48R, toilet, double glazed, Webasto, water boiler, MoT Feb '92, low mileage.

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1988	DAF 2300/Duple 340, WC, TV/Video, Radio/PA	53	£62,500
1988	Duple 425, Db/Glaz, Telma, Econocruise, WC, Kitchen	53	£72,500
1988	Bedford/Duple, Radio/PA	57	£52,500
1987	DAF/Caetano 11.6, Radio/PA	53	£67,500
1985	Neoplan/Skyliner, TV/Video, WC, Kitchen	77	£70,000
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1989	S 215 HRI (Rational), WC/Kitchen, Retarder, ABS Many extras (warranty)	49/53	£109,000
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1983	S 215 HD (Optimal), WC/Kitchen, Drivers bunk TV/Video, Retarder, Many extras (warranty)	49	£ 62,000
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***Please note:* Year of registration does not necessarily denote year of manufacture.**

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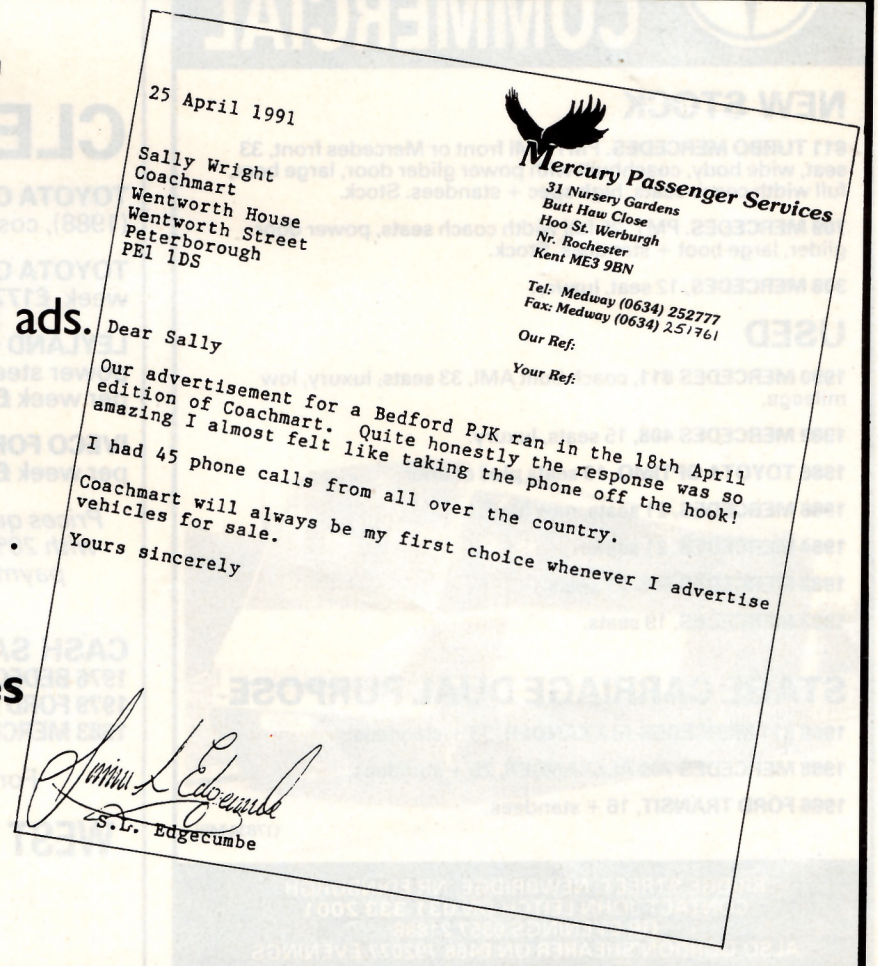

25 April 1991

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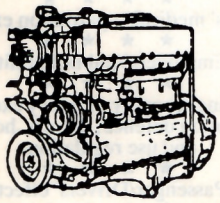

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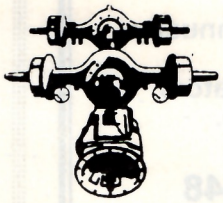

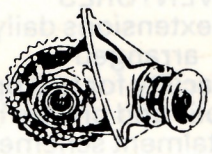

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